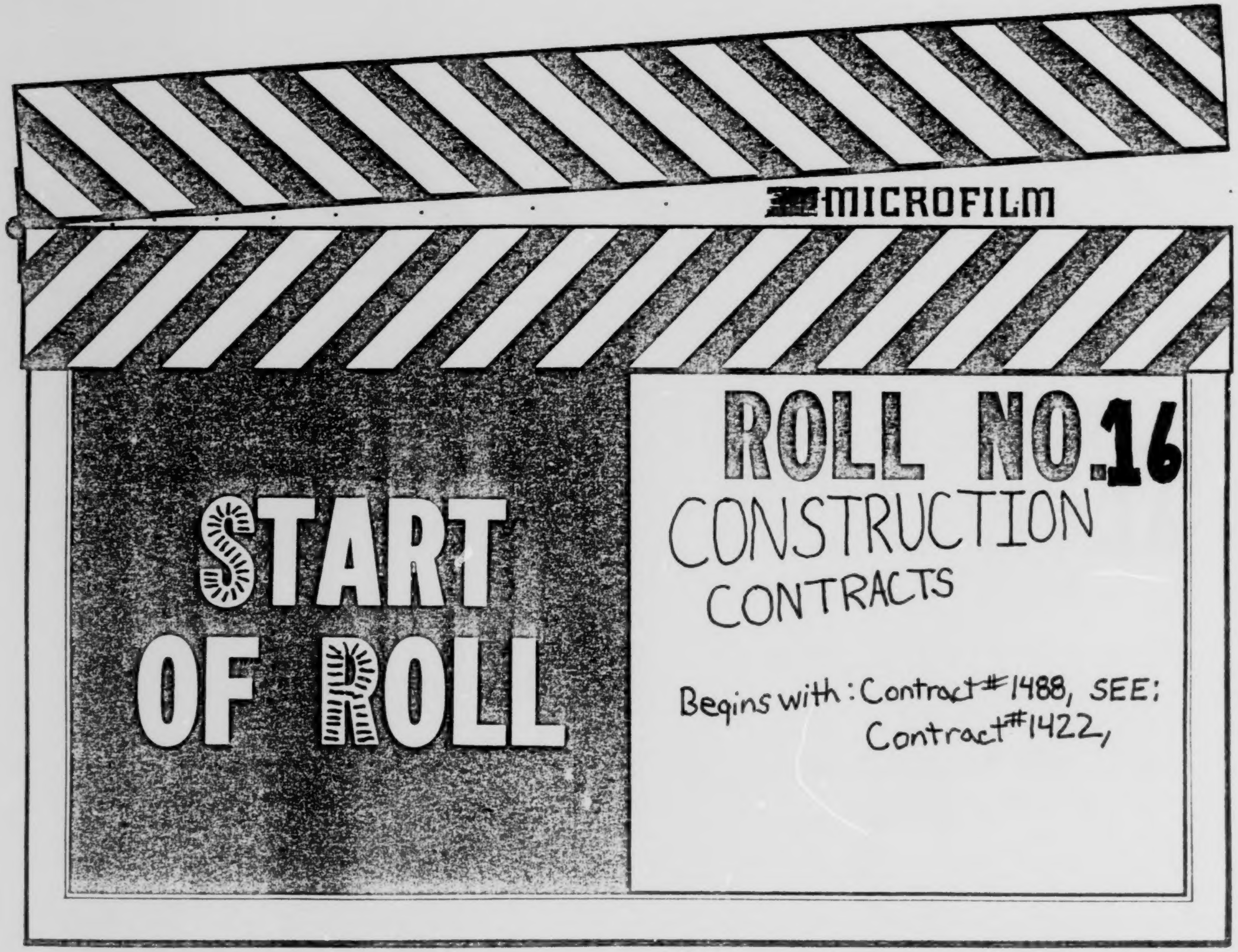

MICROFILM

START OF ROLL

ROLL NO. 16

CONSTRUCTION CONTRACTS

Begins with: Contract # 1488, SEE: Contract # 1422,

CONTRACT#1488,

SEE:

CONTRACT#1422,

1488 SEE: Contract 1422

1488 SEE: Contract 1422

CONTRACT#1488,

PR 195-A Odell Lake Sec.

1488

June 12, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of June 11, 1935, concerning the total cost of the labor item for Extra Work Order No. 1 on the Odell Lake Section, Project No. NRH 195-A.

Please be advised that the correct amount for the item is $110.98.

Very truly yours,
R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

June 11, 1935

RECEIVED
JUN 12 1935
OREGON
STATE HIGHWAY [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Extra Work Order No. 1 to Fisher Brothers in connection with Oregon U.S.Public Works project NRH 195-A, Odell Lake section of the Willamette Highway.

We note that the final cost figures on the copies submitted with the final voucher show the following:

Labor	$ 10.98
Materials	15.96
Equipment Rental	12.08
	$139.02

Apparently the Labor item should be $110.98. Will you please advise if the figures will be correct with that change?

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

195A

March 25, 1935

Beall Pipe and Tank Corporation
Kenton
Portland, Oregon

Attention of L. B. Ashton, Cashier

Gentlemen:

Reply is made to your letter of March 22 requesting information concerning the Fisher Bros. Contract for the grading of the Odell Lake Section of the Willamette Highway in Klamath County.

This is our Contract No. 1488. The bond in connection therewith was written by the Aetna Casualty & Surety Company for which Bates, Lively & Pearson are agents with offices in the Yeon Building, Portland, Oregon.

According to our records the job was completed on September 29, 1935 and was accepted by formal action of the State Highway Commission on October 10, 1934.

Very truly yours,

Secretary

HBG:AJ

TRADE BEALL MARK

BEALL PIPE AND TANK CORPORATION

ELECTRIC WELDED PRESSURE PIPE - METAL TANKS
CORRUGATED CULVERT - METAL FLUME - IRRIGATION
DRAINAGE SUPPLIES
STRUCTURAL STEEL WORK
METAL SPECIALTIES

PORTLAND [KENTON] OREGON

March 22, 1935

RECEIVED
MAR 2[illegible] 1935
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

We will appreciate your advising by return mail, if possible, the name of the bonding company which wrote the bond covering Fisher Brothers of Oregon City, for work to be done on the "Odell Lake Section Grading" job in Klamath County, Oregon, on which bids were opened by your Commission on August 24, 1933.

Also, please give us the exact date on which your department accepted this job as completed.

Yours truly,

BEALL PIPE & TANK CORPORATION

L. B. Ashton

Cashier

LBA

[illegible]

#1488

195A

February 2, 1935

Cascade Powder Company
Klamath Falls, Oregon

Attention: Mr. D. W. Bayless

Dear Sir:

I wish to thank you for your letter of February 1st advising that Fisher Brothers have settled their account with you arising out of their contract with the State Highway Commission for the construction of the Odell Lake Job. Your letter is very timely because I was just on the point of notifying the bonding company of the existence of your claim, and it will not now be necessary to do that.

Very truly yours,

Secretary

HBG:OG

CASCADE POWDER COMPANY
GIANT
PHONE 952
EXPLOSIVES
KLAMATH FALLS, OREGON

Feb. 1, 1935

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Recently we wrote you for information regarding

Very truly yours,

DWB:kh

RESIDENT J. M. BAKER, SECRETARY

CASCADE POWDER COMPANY

BOX 127 GIANT PHONE 952

EXPLOSIVES

KLAMATH FALLS, OREGON

Feb. 1, 1935

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Recently we wrote you for information regarding the filing of a claim against Fisher Brothers on their Odell Lake Job.

We wish to advise that we are in receipt of their remittance for account in full today and we will not require the information asked for.

Very truly yours,

CASCADE POWDER CO.,

By, DWBayless

DWB:kh

#1488

BAKER, SECRETARY

H. B. G.

They mean contract No. 1488 - Odell Lake Section of the Willamette Highway in Klamath County, 4.26 miles of grading. Was completed Sept, 29, 1934 and accepted Oct, 10, 1934.

Surety is: Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents, Yeon Bldg., Portland.

---

of Fisher Bros., on their job which they completed about October 1934, at Odell Lake.

Will you kindly give us information as to the contract number, name of bonding company, and any other information we will need in regard to filing our claim.

Very truly yours,

CASCADE POWDER CO.,

By, D.W.Bayless

DWB:kh

#1455

RESIDENT
J. M. BAKER, SECRETARY

CASCADE POWDER COMPANY

Box 127 GIANT Phone 952

EXPLOSIVES
KLAMATH FALLS, OREGON

Jan. 30, 1935

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

We wish to file a claim against the bond of Fisher Bros., on their job which they completed about October 1934, at Odell Lake.

Will you kindly give us information as to the contract number, name of bonding company, and any other information we will need in regard to filing our claim.

Very truly yours,

CASCADE POWDER CO.,

By, D.W. Bayless

DWB:kh

#1488
7 Ma. Cr

January 30, 1935

195A

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notifoed that State Highway Contract No. 1488 for the construction of the Odell Lake Section of the Willamette Highway in Klamath County has been completed by the contractors, Fisher Brothers, and that final settlement will be made by the State with said contractors for work done under said contractors for work done under said contract on or after February 9, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands inqurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $94,602.97 including the final payment. Of this amount $202.05 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM S-C-1 13922 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

December 7, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Re. N. R. H. 195 A
Contract No.1488

NOTED
State Highway Engineer

Dear Sir: Attention: Mr. H. G. Smith.

Following are explanations concerning the overrun and underruns of bid items.

(1) Clearing and grubbing was a lump sum bid.

(2) Extra clearing and grubbing underrun the contract amount by $390.37.

(3) Common Excavation overrun the contract amount by $2956.71. This overrun was entirely due to classification.

(4) Intermediate Excavation underrun the estimate by $109.28. This underrun was due to a difference in classification.

(5) Solid Rock Excavation underrun the contract amount by $4366.70. Due to a difference in classification.

The excavation items above underrun the contract amount by a total of $1519.27. However, the actual yardage moved exceeded the contract amount by 849 cubic yards. This amount plus the extra allowance of 13,311 cubic yards equals 14,160 cubic yards over the net amount shown on the profile.

The following items contributed to the use of this material, Excavation below grade (Removal of objectionable material from cuts and selection of materials for culvert backfill), wasting of objectionable material, Selected borrow materials used as topping, and a grade revision at Sta 1194.

(6) Trench Blasting overrun the contract amount by $612.18. This overrun was due to the construction of additional drainage ditches which were not included in the preliminary estimate.

(7) Overhaul underrun the contract amount by $1795.84. This underrun was probably due to cross haul and duplication of haul in order to secure suitable materials for the upper portions of the roadbed, which reduced the overhaul and increased the truckhaul.

(8) Truckhaul overrun the contract amount by $4030.91. This overrun was due to the selection of suitable materials for the construction of the upper portions of the roadbed.

(9) 18" Corrugated Iron Pipe overrun the contract amount by $492.66. This overrun was due to the installation of additional culverts not included in the preliminary estimate.

(10) 24" Corrugated Iron Pipe overrun the contract amount by $191.36. This overrun was due to enlargement of cross drains and installation of cross drains not included in the preliminary estimate.

(11) 30" Corrugated Iron Pipe underrun the contract amount by $37.94. It was not necessary to use the extra allowance.

(12) 36" Corrugated Iron Pipe underrun the contract amount by $76.50. It was not necessary to use lengths of pipe shown on the profile.

(13) 8" Corrugated Iron Drain Pipe underrun the contract amount by $822.24. This underrun was due to the fact that drains were only installed at locations where there was no doubt as to their necessity. In event that more drain pipe is needed it may be installed at the time of surfacing or as the need develops.

(14) Gravel Backfill for Drains underrun the contract amount by $480.00 and was due to an underrun in the drain pipe .

(15) Dry Rubble underrun the contract amount by $158.78. It was not thot necessary or practical to install but a very small amount of Dry Rubble.

(16) Earth & Timber Dam underrun the contract amount by $246.00. This underrun was due to a change in the type of dam which was constructed.

(17) Plank Stairways underrun the contract amount by $40.00. It was not necessary to use the amount in the contract.

(18) Gravel Pathways underrun the contract amount. The total amount of $880.00. The path way leading from the summer houses to the lake prior to construction were dirt pathways and of no practical value. The pathways as specified would have required clearing and excavation which would have left scars. The necessary pathways may be constructed by the Permitees where they choose and will probably be more satisfactory than the ones we could have constructed under the contract.

(19) Extra Work which included the construction of concrete dropbox (used in connection with the installation of drain pipes) and cement rubble masonry deadwalls, overrun the estimate by the amount of $202.05.

(20) 8" Corrugated Iron Pipe used as conduit for water pipe crossing overrun the estimate by the amount of $35.25.

(21) Engineering overrun the 6% allowance by the amount of $410.00. Making it 6.5%. This overrun was due to the length of time taken by the contractor to complete the work.

Total of overruns equals	$8931.12
Total of underrun equals	9403.65
Underrun	$ 472.53
Unexpended Contingencies	3830.15
Under total amount authorized	$4302.68

Very truly yours,

K. D. Lytle,
Division Engineer

kdl/e

Form 338—4M—3-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending October 20, 1934

Section Gold Lake Trail - Odell Lake

Kind of work Grading

Highway Willamette

Section prefix 18 PA - NRH - 195-B

Contractor Dunn & Baker

Contract number 1652

Date of contract October 1, 1934

Date of completion October 31, 1935

Date work started October 9, 1934

Estimated date of completion October 31, 1935

Amount of contract $123,709.00

Per cent of time elapsed 5.0%

Estimated cost of completed project, exclusive of engineering $128,657.36

Per cent of contract completed, based on total contract price 2.0%

Engineering costs to date, $500.00, 20.7%

Date project was completed ...., 193....

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Very good progress was made on the clearing operations. A crew of 29 men are engaged in clearing on the South end of the project and 35 men started clearing on the North end on Tuesday. Eight men from Klamath county and 10 men from Lane will be added to the crew the first of next week. Equipment for piling logs and etc. will be on the job the first of the week.

Two of the Engineering crew are ~~engaged~~ working on the 18 PA final records, while two others and myself are engaged in revising clearing lines and doing other work in connection with the clearing operations.

On Sunday the 14th the Highway cabin was moved near the South end of the Dunn & Baker contract

RECEIVED
OCT 22 1934
CONST[illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.84				
Miles partially completed	1.00				
Miles completed	None				
Total estimated quantities	185,700				
Estimated quantities moved or placed to date	0				
Average daily quantities	0				
Average daily quantities necessary to complete project on time	491				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	64				

Percentages of men employed on contract to be secured from:

Klamath County, 38 %; Lane County, 62 %; .... County, ... %; .... County, ... %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Klamath COUNTY	Lane COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	26	35				3	64
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., 50 cat 1, Trucks 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	clear & warm	all day	Time in
Monday	clear & cool	None	
Tuesday	cloudy & cold	"	
Wednesday	clear & cold	"	
Thursday	cloudy & cold	"	
Friday	clear & cool	"	
Saturday	rain	all day	Time in for half of crew

Form [illegible]—4M—3-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Sept. 29, 1934

Section	Odell Lake	*Kind of work*	Grading
Highway	Willamette	*Section prefix*	18 PS-NRH- 195 A
Contractor	Fisher Bros.	*Contract number*	1488
Date of contract	August 24, 1933	*Date of completion*	Sept. 30, 1934
Date work started	September 9, 1933	*Estimated date of completion*	Sept. 29, 1934
Amount of contract	$95,752.50	*Per cent of time elapsed*	100 %

Estimated cost of completed project, exclusive of engineering $96,000.00

Per cent of contract completed, based on total contract price completed %

Engineering costs to date,	$5745.15, 6 %	*Date project was completed*	Sept. 29, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor's forces spent the week in finishing their work. The job is now complete, with the exception of disposing of the camp buildings and moving of the equipment. The contractor will wait untill after the first of the month before doing this work.

The engineering crew spent most of the week staking out right of way on the next job.

I showed several contractors over the next job and worked on completion of this job.

C. C. Slavens
Resident Engineer

NOTED
H. G. SMITH

RECEIVED
OCT - 1934
OFFICE OF
[illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

FORM [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.26				
Miles partially completed					
Miles completed	4.26				
Total estimated quantities	150,000				
Estimated quantities moved or placed to date	150,000				
Average daily quantities	X				
Average daily quantities necessary to complete project on time	X				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

Klamath County, 100 %; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Klamath COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	8					5	13
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., Trucks 5, cats 2, grader 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	snow & cold	all day	Time in
Monday	clear & cold	none	
Tuesday	clear & cold	"	
Wednesday	"	"	
Thursday	Clear & warm	"	
Friday	"	"	
Saturday	clear & hot	Work completed.	

FORM 5-C-1 13988 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

195a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

August 23, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention ~~Mr.~~ H. G. Smith

Dear Sir:

Relative to the Price Agreement covering installation of the 8" corrugated iron pipe which was to be placed on the Odell job.

The present water pipe which would run through this conduit is a 2 inch water pipe but the owner Mr. Bell, intends to construct a small electric plant and wants to put through the conduit another 4 inch pipe to serve the generator. This plan of putting in a power plant was started some time ago and I believe that we are obligated to provide an opening. The matter of freezing is of no concern as the places served are only used in the summer.

I would not recommend this type of construction except that under the present circumstances I believe it is justifiable.

Yours very truly

K. D. Lytle
Division Engineer

NOTED
Highway Engineer

kdl/c
CC to
C. C. Slavens

FORM-E-A-1 19749 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August 10, 1934.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

IN REPLY PLEASE
REFER TO FILE No.

Dear Sir:

Regarding price agreement concerning installation of 47 ft. of 8" corrugated pipe at the I. A. Bell summer home on the Odell Lake Section, is being held pending an answer to my inquiry concerning the reason for laying this water pipe inside a conduit.

Will you kindly advise whether this price agreement should be cancelled and if not, give reasons for such unusual construction.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 2-A-1 13743 15M 2-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 19, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

In regard to the small dam at station 1094, Odell Lake Section of the Willamette Highway.

The price agreement which you have sent in is being signed with the understanding that work is not to start unless the property owner will give us a release in writing, accepting the design and relieving the Highway Department of all responsibility if it fails.

Unless you have made a radical change in the location of the pond and the depth of water from that originally contemplated in the sketch sent in by C. C. Kelley, the design is unsuitable. If the pond is being built by excavating into the ground possibly this design will suffice, but otherwise it appears very questionable.

Therefore before proceeding with this type of construction, please satisfy yourself that the design is adequate to do the work intended and that the property owner sign a release accepting responsibility for the design.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

FORM S-A-1 13749 10M 3-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1752

OREGON STATE HIGHWAY COMMISSION

SALEM

July 18, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K.D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

In regard to the price agreement for installing 8" corrugated iron pipe at the Bell place on the Odell Lake Section, please advise the necessity of installing this corrugated iron pipe, and the advantages to be gained by its use.

This is an unusual installation as water pipes are customarily placed under the highway grade without such an installation, and there is no apparent reason why it is necessary to place a protecting pipe in this instance. If we were to follow this as a general practice it would require a large outlay on many sections of highway as on some sections we have very many water pipe crossings. It is also questionable whether this would be a more suitable installation as it would seem that the water pipe would be more subject to freezing than if it were buried in the ground in the customary manner.

I will be unable to get this order approved without a complete explanation of the necessity, and whether this requirement is insisted upon by the Forest people from whom we received the right of way.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

G-1 12953 1500 1-34

COMMISSIONERS
LIE M. SCOTT, CHAIRMAN, PORTLAND
L G. WASHBURNE, EUGENE
B. ALDRICH, PENDLETON

B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1952

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

July 16, 1934

RECEIVED
JUL 17 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Att. H. G. Smith

Dear Sir:

Herewith find price agreement covering the installation of a one 8" corregated iron pipe at station 1166+18 of the Odell Lake Section of the Willamette Highway.

At present the owner of the summer home insists on his water pipe being laid in a conduit.

It is recommended that the agreement be approved.

Yours very truly,

K. D. Lytle
Division Engineer

kdl/jj
incl

FORM 2-C-1 12022 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

175-a

July 16, 1934

RECEIVED
JUL 17 1934
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Att. Mr. H. G. Smith

Attached is a price agreement covering construction of a Dam at Station 1094 Odell Lake Section of the Willamette Highway.

The plan of construction as provided for under the contract is not acceptable to Mr. McCollum in whose property it is located. His claim is that our original plan provides too massive a construction to fit in with the size of the pond and his other improvements.

The price agreement provides for a lighter construction at a cheaper price as far as we are concerned the new design will amply protect our road and I see no reason why the agreement should not be approved.

Yours very truly,

K. D. Lytle
Division Engineer

kdl/jj

FORM 5-C-1 11843 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

112-3a

NOTED
State Highway Engineer

January 20, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. ~~G~~ Smith

Dear Sir:

I talked to Mr. Dunn regarding the grading and topping of a section 1.67 miles in length, adjoining the present project on the north and he agreed to give us a bid on the job at the same prices as are called for in his present contract provided, however, that if it is apparent that there will not be sufficient topping of a workable size for the job he is now working on and the new project he will be allowed to use some cinders for the top course of his topping on the south end of the present job. Mr. Kelley has measured this topping pit and estimates that there will be sufficient for both jobs. If there is not I can see no harm in using some cinders on the south end of the project.

For reasons given you on your last visit, I would recommend that this job be let on February 15th. Specifications and estimates for this 1.67 miles are attached hereto. You will note that this estimate covers only from station 281+50 to 369+60 instead of from 270 to 369+60 as was first proposed. This change will eliminate the hazard of ending the job at the curve at Midland.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl
CC to
Dunn & Baker
C. C. Kelley

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRH 195-A

Dec. 26, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~[illegible]~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Hwy.- 16068

Form P. R. 2

State Oregon

Project No. NRH 195, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

RECEIVED
OCT 9 - 1933
OREGON

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 12th day of October, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 5th day of June, 1933, a project statement, which was approved by the Secretary on the 28th day of June, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 8th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred five thousand, three hundred twenty-seven and 75/100 dollars ($105,327.75) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal pro rata share~~ is of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act. (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 990+00 near the east end of Odell Lake, at the west end of Project E-184, Section A, and survey station 1214+86.7, on the north shore of Odell Lake about 1.5 miles east of the Klamath-Lane County line, length 4.255 miles, in Klamath County, being Section A of Oregon National Recovery Highway project No. NRH 195, consisting of 4.255 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~xxxxxxxxxxxxxx~~ ~~of a mile in length.~~ locally as the Odell Lake Section of the Willamette Highway, between official control points Federal Aid Route No. 4 south of Crescent, and Federal Aid Route No. 3 near Goshen.

RECEIVED
DEC 19 1933
REGIONAL HEADQUARTERS
BUREAU OF PUBLIC ROADS
SAN FRANCISCO

5

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of one hundred five thousand, three hundred twenty-seven and 75/100 dollars ($105,327.75), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ is

~~dollars ($~~ ~~)~~, the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

6

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of one hundred five thousand, three hundred twenty-seven and 75/100 dollars ($ 105,[illegible].75), certified to the Secretary of the Treasury as above mentioned, which ~~XXXX~~

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 8 day of December, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture.

U S GOVERNMENT PRINTING OFFICE: 1931 8-6518

By

Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [illegible] 196-A State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 105,327.75 as the total estimated cost of said project, and the sum of $ 105,327.75 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this 8 day of December one thousand nine hundred and thirty-three

Secretary of Agriculture
~~[illegible] of Agriculture~~ Secretary of Agriculture

By [illegible] Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

195-2

Division Engineer's Estimate of Cost

Odell Lake Section

Willamette Highway -- 4.26 Miles Grading

Clearing & Grubbing	All Specified		$17,000.00
Extra Clearing & Grubbing	4.0 Acres @	$450.00	1,800.00
Common Excavation	69,000 C.Y.@	.22	15,180.00
Intermediate Excavation	30,000 C.Y.@	.30	10,800.00
Solid Rock Excavation	44,000 C.Y.@	.65	28,600.00
Trench Blasting	3,500 Sq.Yd. @	.30	1,050.00
Overhaul	180,000 Yd. Sta.@	.03	5,400.00
Truck Haul	9,000 Yd. Mi. @	.17	1,530.00
18" Culvert Pipe	1,100 Lin.Ft. @	2.00	2,200.00
24" " "	1,000 " " @	2.50	2,500.00
30" " "	200 " " @	3.50	700.00
36" " "	250 " " @	5.50	1,375.00
8" Perforated Drain Pipe	2,000 " " @	.90	1,800.00
Gravel Backfill for Drains	500 C. Y. @	1.00	500.00
Dry Rubble	15 C.Y. @	5.00	75.00
Earth and Timber Dam	75 Lin.Ft. @	3.00	225.00
Plank Stairways	150 " " @	.50	75.00
Gravel Pathways	800 " " @	.70	560.00
			$91,370.00

October 9, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I am sending herewith the transcript of Fisher Bros. payroll for the month of September on their contract #1488, NRH-195-A, also a copy of a letter written by Mr. Slavens.

I would be glad to have a ruling on the question brought up by Mr. Slavens in regard to the amounts paid to the cook and cook's helpers. I quote from the last paragraph on page 9 of the Special Provisions:

"No person shall be employed on the work as a skilled laborer or as an unskilled laborer (cooks, cook's helper, hostlers and stablemen excepted) on any basis other than a fixed rate per hour. Employment of labor on any kind of a piece work or unit of production basis will not be permitted. No employee shall be paid on a basis or at a rate which will yield less than the hereinbefore specified minimum rates per hour for whatever number of hours he is required to work."

This would allow the contractors to pay this class of labor on a monthly basis but it is difficult to determine what would be the minimum wage per month. If, as Mr. Slavens says, they work about 6 hours per day the minimum wage for 30 days would amount to $99 per month for the helpers or unskilled workers and $117. per month for the skilled labor. These amounts would exceed the rates now being paid.

Before taking any action in this matter I wish you would advise as to what the ruling of your office will be.

Yours very truly

K. D. Lytle
Division Engineer

NOTED

kdl/c
encl.
CC to S. H. Probert
C. C. Slavens

175-a

September 14, 1933

Fisher Brothers
Oregon City, Oregon

Gentlemen:

Your contract for grading the Odell Lake Section, provides that ex-service men with dependents may be hired without regard to the employment lists furnished by the designated employment agencies.

Under a new regulation of the U. S. Bureau of Public Roads, ex-service men with dependents must be registered with the National Reemployment Service or one of the designated employment agencies.

The National Reemployment Service will furnish each ex-service man with an identification card which will constitute proof of his eligibility. The identification card will bear a serial number which must be entered on the labor payroll under the heading "Is Employee a Veteran With Dependents?"

Although the above mentioned regulation is not a requirement of your contract, we would appreciate your cooperation in having such ex-service men as you employ register with the National Reemployment Service.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/MH

October 7, 1933

Fisher Bros.
Oregon City, Oregon

Gentlemen:

We are today forwarding by express an executed copy of the contract awarded to you on August 24, 1933 for the grading of the Odell Lake Section of the Willamette Highway in Klamath County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jn

184B
195

August 29, 1933

Fisher Brothers
Oregon City, Oregon

Gentlemen:

For use in connection with the Odell Lake grading project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the (U. S. Employment Office, in charge of C. H. Gram, Klamath Falls, Oregon)

A supply of the forms, on which to make the applications, is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc K. D. Lytle
cc C. C. Stevens

Encl.

195-a

August 29, 1933

Mr. C. C. Slavens
Highway Resident Engineer
Klamath Falls, Oregon

Dear Sir:

On the day that work is started on the Fisher Bros. contract for grading the Odell Lake Section of the Willamette Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as contract fourteen eighty-eight, National Recovery Highway Project one-eighty-four B.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:KR

cc K. D. Lytle

August 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Odell Lake Section, Project No. [illegible], 195-A

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. ~~[illegible]~~ 195-A

ODELL LAKE SECTION OF THE WILLAMETTE HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 28, 1933

All Required		Clearing and Grubbing		$ 20,000.00
4	acres	Extra Clearing and Grubbing	$ 375.00	1,500.00
69,000	cu. yds.	Common Excavation	0.30	20,700.00
36,000	cu.yds.	Intermediate Excavation	0.40	14,400.00
44,000	cu. yds.	Solid Rock Excavation	0.50	22,000.00
3,500	sq. yds.	Trench Blasting	0.30	1,050.00
180,000	yd. sta.	Overhaul	0.03	5,400.00
9,000	yd. mi.	Truck Haul	0.15	1,350.00
1,100	lin. ft.	18-inch Culvert Pipe	1.38	1,518.00
1,000	lin. ft.	24-inch Culvert Pipe	2.08	2,080.00
200	lin. ft.	30-inch Culvert Pipe	2.71	542.00
250	lin. ft.	36-inch Culvert Pipe	4.25	1,062.50
2,000	lin. ft.	6-inch Perforated Drain Tile	0.72	1,440.00
500	cu. yds.	Gravel Backfill	1.50	750.00
15	cu. yds.	Dry Rubble Masonry	12.00	180.00
75	lin. ft.	Earth and Timber Dam	10.00	750.00
150	lin. ft.	Plank Stairways	1.00	150.00
800	lin. ft.	Gravel Pathways	1.10	880.00
			Sub-total	$ 95,752.50
			10% Engr. & Cont.	9,575.25
			Total................	$ 105,327.75

Length of Roadwork	4.255 miles
Cost per mile	$ 24,753.87

National Recovery Highway Funds Requested $ 105,327.75

Funds for Construction: Chap. 173, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

August 24, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence today in the award of contract for Oregon NRH 195-A, Odell Lake section, grading, to Fisher Bros. who submitted the low bid of $95,752.50.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 5-A-1 9781 7800 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

184a

OREGON STATE HIGHWAY COMMISSION
SALEM

August 24, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Earl C. Reynolds,
Executive Secretary,
Klamath County Chamber of Commerce,
Klamath Falls, Oregon.

Dear Sir:

Reference is made to your recent inquiry for information on the Willamette Highway.

We know of no new surveys or changes that will materially affect the length of this highway and believe that the length given you some time ago will be fairly close to the final constructed line.

Regarding the construction program for this highway, the Bureau will build approximately five miles, which will complete the grading to a point somewhere near McCready Springs. On the east end the State has advertised approximately 4.26 miles of grading, and will probably award this contract today. The completion of this section, known as the Odell Lake Section, will complete the grading from the Dalles-California Highway to a point approximately 1.6 miles east of the summit. These two sections will probably be the only two which will be constructed during 1934.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
H. G. Smith
Construction Engineer

Dictated by:
Charles E. Low
b
cc: R. H. Baldock

PR- 195-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO

FILE No.

August 8, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

195 A

195 A

Dear Sir:- Re: NRH 184-B, Odell Lake Sec.-Willamette Hwy.

Plans, specifications and estimate for Oregon NRH 184-B, 4.225 miles of grading, have today been recommended for approval. This is your authority for proceeding with advertising.

Special clauses mentioned in our letter of August 2, 1933, should be included in the advertisement for bids. Also we would like to have for each project four copies of mimeograph Notice to Contractors, which should likewise contain the three clauses mentioned.

As no Federal Funds will be paid on this project until or unless the agreement is executed, it is essential that all documents be forwarded without delay. This is particularly true of bid tabulations and agreement estimates. As we have been instructed to submit these documents immediately after the letting, we are requesting that they be forwarded so as to reach this office not more than three days after the letting.

Neither the plans nor specifications indicate clearly the grade of lumber to be used in all parts of the dam and stairway construction.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

184-B

August 8, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Re: NRH 184-B, Odell Lake Sec.-Willamette Hwy.

Plans, specifications and estimate for Oregon NRH 184-B, 4.225 miles of grading, have today been recommended for approval. This is your authority for proceeding with advertising.

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As no Federal Funds will be paid on this project until or unless the agreement is executed, it is essential that all documents be forwarded without delay. This is particularly true of bid tabulations and agreement estimates. As we have been instructed to submit these documents immediately after the letting, we are requesting that they be forwarded so as to reach this office not more than three days after the letting.

Neither the plans nor specifications indicate clearly the grade of lumber to be used in all parts of the dam and stairway construction.

Very truly yours,

W. M. LYNCH
District Engineer.

August 4, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate and five bid proposals for the Odell Lake Section, Project No. NRH-195-A ~~[illegible]~~

Five blueprint copies of the plans and one set of original cross-sections are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EK

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-184-A

ODELL LAKE SECTION OF THE

WILLAMETTE HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, August 4, 1933.

All Required		Clearing and Grubbing		$ 18,000.00
4	acres	Extra Clearing and Grubbing	$ 450.00	1,800.00
69,000	cu. yds.	Common Excavation	0.25	17,250.00
36,000	cu. yds.	Intermediate Excavation	0.40	14,400.00
44,000	cu. yds.	Solid Rock Excavation	0.80	35,200.00
3,500	sq. yds.	Trench Blasting	0.30	1,050.00
100,000	yd. sta.	Overhaul	0.05	5,400.00
9,000	yd. mi.	Truck Haul	0.15	1,350.00
1,100	lin. ft.	18-inch Culvert Pipe	2.00	2,200.00
1,000	lin. ft.	24-inch Culvert Pipe	2.50	2,500.00
200	lin. ft.	30-inch Culvert Pipe	3.50	700.00
250	lin. ft.	36-inch Culvert Pipe	4.50	1,125.00
2,000	lin. ft.	8-inch Perforated Drain Tile	0.90	1,800.00
500	cu. yds.	Gravel Backfill	1.00	500.00
15	cu. yds.	Dry Rubble Masonry	5.00	75.00
75	lin. ft.	Earth and Timber Dam	3.00	225.00
150	lin. ft.	Plank Stairways	0.90	135.00
800	lin. ft.	Gravel Pathways		
			0.75	600.00
		Sub-total		$ 104,310.00
		10% Engr. & Cont.		10,431.00
		Total....................		$ 114,741.00

Length of Roadwork 4.255 miles

Cost per mile $ 26,966.15

National Recovery Highway Funds Requested $ 114,741.00

CONTRACT#1489,

SEE:

CONTRACT#1278,

12

1487 Ch: Contract 1278

CONTRACT #1491,

Columbia Blvd.-SP&S Under-
Crossing Sec. Hwy. #120
1491 1933

Form 338—4M—9-33.

ORE[illegible] STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 6, 1934, 193

Section Columbia Blvd.-S. P. & S. Undercrossing
Kind of work Grading & Paving

Highway No. 120-Secondary
Section prefix 126 AA 26-9

Contractor Theo. Arens.
Contract number 1491

Date of contract Sept. 2, 1933, 193
Date of completion June 30, 1934, 193

Date work started Sept. 7, 1933, 193
Estimated date of completion Jan. 1, 1934, 193

Amount of contract $ 51,272.50
Per cent of time elapsed 46 %

Estimated cost of completed project, exclusive of engineering $ 52,318.00 ~~[illegible],000.00~~

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 1950.00, %
Date project was completed Dec. 29, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed final estimate this week.

LAST REPORT

RECEIVED
JAN 8 - 1934

R. A. Furrow
R. A. Furrow,
Resident Engineer.

RAF:AAO

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					1.44
Miles partially completed					1.42
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					17500 sq. yd
Average daily quantities					16600 sq. yd
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	Rainq		
Wednesday	Rain		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

CONTRACT#1492,

SEE:

CONTRACT#1255,

12

1492 SEE: Contract 1255

CONTRACT#1492,

SEE:

CONTRACT#1397,

CONTRACT#1493,

SEE:

CONTRACT#1338,

31-

1493 Sh: Contract 1338

CONTRACT#1493,

SEE:

CONTRACT#1393,

13

1493 SE : Contract 1393

CONTRACT#1494,

SEE:

CONTRACT #1484,

1474 SFM: Contract 1484

CONTRACT#1495,

PR 182-B Middle Fork-Flowers Gulch 1933
Sec.

1495

182B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] OCT 5 1935

October 4, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U.S.P.W. Proj. NRH 182-B (1935), Middle Fork-Flowers Gulch Section, Pendleton-John Day Hwy., was made by a representative of this office on September 30, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Jim

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon NRH 182-B (1935)

Dec. 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Encls.

Appr 16/63

Form P. R. 2

State Oregon

U. S. Public Works Highway Project No. NRH 182, Section B
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of November, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.);

Whereas the Highway Department of said State submitted on the 8th day of September, 1932, a project statement, which was approved by the Secretary on the 20th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 12th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty thousand, four hundred seventy-seven and 15/100 dollars ($30,477.15) as the share of the United States payable under said act on account of Section B of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 431+60 at the north end of Section A in the S.E.1/4 of Sec. 35, T. 8 S., R. 30 E., W.M., and survey station 699+64.81 at the north end of the bridge over the Middle Fork of John Day River in the N.E.1/4 of Sec. 31, T. 8 S., R. 31 E., W.M.,

, length 4.791 miles, in Grant County, being Section B of Oregon U.S.Pub.Wks.Hwy. project No. NRH 182 (1935), /consisting of 4.791 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length~~ locally as the Middle Fork - Flowers Gulch section of the Pendleton - John Day Highway (Federal Aid Route No. 30), between official control points Nye and Federal Aid Route No. 5 near John Day. 8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from funds apportioned under the act of June 18, 1934,**

(Include date and citation of act of legislature by which authorized)

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of thirty thousand, four hundred seventy-seven and 15/100 dollars ($30,477.15), certified to the Secretary of the Treasury as above mentioned, which [illegible] [illegible] [illegible] is [illegible], the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of thirty thousand, four hundred seventy-seven and 15/100 dollars ($30,477.15), certified to the Secretary of the Treasury as above mentioned, which

---

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of Dec., 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub.Wks.Hwy. Project No. NRH 182-B (1935), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 30,477.15 as the total estimated cost of said project, and the sum of $ 30,477.15 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 4th day of December one thousand nine hundred and thirty four.

~~Secretary of Agriculture~~
~~*Secretary of Agriculture.*~~

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

October 20, 1934

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Middle Fork-Flowers Gulch Section, Project No. NRH 182-B (1933).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. [illegible]/mm

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRH 182-B (1935)

MIDDLE FORK-FLOWERS GULCH SECTION OF THE PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 18, 1934

5,800	cu. yds.	Removing Slide Material	$0.35	$ 2,030.00
6,000	yds. mi.	Hauling	0.12	720.00
8,700	cu. yds.	Base Material in Surfacing	1.47	12,789.00
6,500	" "	Top Material in Surfacing	1.47	9,555.00
700	" "	Screenings in Surfacing	1.40	980.00
850	" "	Filler	0.25	212.50
5,600	yds. mi.	Hauling Filler	0.10	560.00
430	M-Gals.	Sprinkling	2.00	860.00
		Sub-total		$27,706.50
		10% Engr. & Cont.		2,770.65
		Total		$30,477.15

Length of Roadwork 4.791 miles
Cost per mile $6,361.33

NRH Funds Requested- $30,477.15

State Funds for Construction: Chap. 173, laws 1917; Chap. 31, laws 1920
" " " Maintenance: Chap. 41, laws 1927

FORM 8-A-1 13749 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

October 15, 1934

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. E. Y Erlandson,~~
~~R. F. D. #1, Box 221,~~
~~Edmonds, Wash.~~

Dear Sir:

In regard to your letter of August 30th, regarding your claim for overtime as cook for Myers & Goulter on the Middle Fork-Flowers Gulch and Middle Fork-Forest Boundry Sections, NRH 182 BC.

Various engineers of this department have examined your claim in detail and are of the opinion that you have received adequate compensation for the time worked, but in controversal matters of this nature this department cannot pass upon the merits of the claim and we have no quthority to attempt to settle a dispute between you and the contractor. Your only recourse is to file your claim with the Secr tary of State and with this department in accordance with the terms of the statute providing for the filing of claims against the bonding company. If this is done and a settlement cannot be reached, it would of course be necessary for you to employ counsel and determine the validity of the claim in the courts.

The procedure for filing of a claim with the Secretary of State is provided for in Sec. 67-1101, Oregon Code, 1930. The form of notice which is provided for in the statute provides substantially that it shall include:

(a) That the claimant has a claim against the bond
(b) A brief description of the labor, materials, or provisions performed or furnished.
(c) The amount of the claim
(d) The name of the Bonding Company
(e) A description of the work concerning which the statutory bond is taken

The bonding company on this work is the U. S. Fidelity and Guaranty Company.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.
By

H. G. Smith,
Construction Engineer.

HGS/H

cc to
R.H. Baldock ✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works highway project NRH 182-B (1935), Middle Fork-Flowers Gulch section of the Pendleton-John Day Highway, to Wren & Greenough, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Fon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S.Public Works project NRH 182-B (1935), the Middle Fork-Flowers Gulch section of the Pendleton-John Day Highway, 4.791 miles of crushed rock surfacing, have today been recommended for approval. This is your authority for advertising.

Presumably the importance of the road is such that the early construction of a dustless oil-treated surface will be justified. Please advise us of your intentions in this regard.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Form 333—4M—8-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending June 8 1934, 193

Section Middle Fork - Flowers Gulch

Kind of work Grading

Highway Pendleton - John Day

Section prefix 12 PK 1823

Contractor Myers & Coulter

Contract number 1495

Date of contract Aug 25 1933, 193

Date of completion July 31 1934, 193

Date work started Sept 5 1933, 193

Estimated date of completion June 8 1934, 193

Amount of contract $ 192730.00

Per cent of time elapsed 84 %

Estimated cost of completed project, exclusive of engineering $ 202000.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 6000.00, 3 %

Date project was completed June 8 1934, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

In last weeks report I stated that this job was completed at that time, with reservations. Later we found that , upon checking up the pipes, one pipe had not been cleaned out and there was two contractors buildings that stuck out like sor thumbs that had to be taken down and disposed of. Those items are being taken care of now.

The recent rains caused a number of small slides which I was uncertain as to whom should clean up. Mr Williams advised me yesterday, when he was here for a final check-up of the work, classification etc, to release the contractor as our sectionman could clean up the slides cheaper than the contractor, on force account.

I am wiring Mr Lynch, of the Bureau of Public Roads, that the job was completed to-day.

In view of the fact that our office work is nearly completed, Mr Williams advised that no monthly estimate need be submitted at this time. I believe the semi-final will leave this office not later than June 14th.

Resident Engineer.

RECEIVED
JUN 11 1934
OFFICE OF
CONSTRUCTION ENGINEER

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 5-A-1 13745 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 28, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Attention - F. E. Andrews.

Dear Sir:

Reference is made to yours of May 15, 1934, relative to the claim of Mr. Swan Erlandson, Edmonds, Washington, for overtime pay as cook on Oregon U.S. Public Works Project MRH 182-B.

Mr. Erlandson's claim was investigated by our resident engineer, Dean Swift and a copy of his report was sent to you on March 2, 1934. We are of the opinion that the facts are as stated in this report and that it would not be necessary to work 14 and 15 hours every day to cook for 11 or even 15 men. However, it might be necessary to do so possibly one or two days a week but not every day. Then there would be days when it would not be necessary to work continuously 11 hours. To us, Mr. Erlandson's statement, in his letter of March 20, 1934, that he put up lunches every day, bears out our contention. From his statement it is natural to assume that most of the men took their lunch and this being the case, there would be very little work necessary to prepare dinner for those remaining and to clean up the dishes, etc. It does not appear reasonable that it would be necessary for him to work continuously 14 to 15 hours each day as shown by statement of time, to cook for such a small crew of men under these conditions.

We feel that without other supporting evidence, other than his statement, he has been amply paid for his services.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

NOTED
State Highway Engineer

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

FORM 9-A-1 19742 1M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1-2B

OREGON STATE HIGHWAY COMMISSION
SALEM

May 7, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

I have studied your drawing and explanation for the installation of the 48" culvert on the Flowers Gulch-Middle Fork Section and cannot condone the unworkmanlike installation of this pipe, which shows an unfamiliarity with recent circular letters and in fact a lack of knowledge of common sense engineering principles.

After a summer of intensive investigation circular letter #19 was prepared by the Assistant State Highway engineer and sent out under my signature. This letter of some three pages in length, is based upon the most recent investigation along this line, (such as the Iowa report) and is an endeavor to correct defects in our past installations.

In addition all Resident Engineers have been furnished with Hand Books by the Corrugated Iron Manufacturers and illustrated lectures have been given from time to time.

This circular letter fully covers "trenching" in great detail so that any insinuation that the specifications were not plain to the Resident Engineer is an absurd alibi. The excavation of a wide ditch did not conform to the definition of "trenching", which was explained as the simulation existing in a sewer ditch. If it was absolutely necessary to use a shovel on this excavation the back filling should have been most carefully tamped adjacent to the pipe to form the walls of the "trench."

The pipe culvert installation of the past was largely carelessly done and in the future every culvert must be installed with the greatest of care. Division Engineers will be expected to discuss this with their resident engineers and make frequent inspection to see that every culvert is adequately installed.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R. H. Baldock

H. G. Smith,
Construction Engineer.

~~1-4-4-6~~
112-A
13

May 4, 1934

Mr. H. G. Smith
Office

Dear Sir:

I carefully read Williams' report of May 1, regarding distortion of corrugated iron pipe.

It is my opinion the fundamental cause of failure was the width of the trench. Since the trench was ten feet wide, it was practically no trench at all. I furthermore believe that, had the fill been compacted in layers, less distortion would have occurred. It is my opinion that we should use box culverts in all such cases and not use any type of pipe (either corrugated or concrete) in sixty-foot fills.

I asked Mr. Probert to confer with you and make up a tabulation of maximum fill heights for various diameters, it being understood that box culverts are to be used in all cases where the fill heights exceed permissible depths for the diameters in question. Please give this your immediate attention and after you have made up the tabulation bring it in for my inspection, after which we will send it out to all the locating and resident engineers in the field.

Very truly yours,

State Highway Engineer

RHB:HI

cc W. C. Williams

ONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 1, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing a sketch map illustrating the manner in which the 48" pipe was installed on the Middle Fork-Flowers Gulch Section of the Pendleton-John Day Highway. This pipe became distorted after the fill was placed to the extent of being approximately eight inches out of round.

The pipe was an 8 gauge corrugated galvanised iron pipe purchased from the Beall Pipe & Tank Corporation. The pipe was staked in the field in order that the trench in so near as practical have a depth of twice the diameter of the pipe. This was obtained throughout the greater portion of the pipe but we were not able to so place the pipe on the down stream end. However, on this portion where the pipe was not trenched so deeply, no distortion or other injury has resulted to the pipe.

As the pipe was more than 24" in diameter, the contractor was allowed to use machinery to excavate the trench. A 1¼ cubic yard power shovel was used in excavating a trench approxiately 10 ft. in width. In excavating the trench, soft material was encountered so the trench was taken out approximately 2 ft. below grade and back-filled with gravel from the Middle Fork river. This gave a good stable bed for the pipe to rest in and no settlement of the pipe can be detected. The pipe was placed in the trench and strutted with 4x4 sills and struts as shown in figure #4. 20 ton jacks were used to distort the pipe vertically in order to place the struts. The strutting job seemed to have been very good and all struts were vertical and in perfect line.

The pipe was then backfilled with common material taken from the adjacent hillside. The trench was completely filled and built up two or three feet above the original ground. That portion of the pipe which was not in a trench was covered in a like manner. This backfill was not compacted, being placed in conformity with the special provisions which state on page 14 of the special provisions for the Middle Fork-Flowers Gulch Section "after the pipe has been placed in the trench the trench shall be backfilled loosely and without compacting."

FORM 2-A-1 15740 10M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

172-B

April 19, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Will you kindly submit a written report concerning the installation of the large pipe on the Flowers Gulch-Middle Fork Section which gave some trouble after the fill was placed upon it. It would appear that this pipe has not been laid according to instructions submitted in Circular Letter #19, as it is my understanding that you excavated trench with bull dozer which necessarily would dig a trench much wider than the pipe.

Circular Letter #19 states that "the purpose of the trenching method is to simulate conditions which naturally exist in the construction of a sewer ditch wherein the filling material over the pipe being more compressible than the size of the trench, transmits a greater portion of its load into the side walls thus relieving in a large measure the pipe from the vertical load."

This assumes that the pipe was laid in a vertical trench of width only slightly larger than the diameter of the pipe. If on the other hand the trench was several times the diameter of the pipe the fill material should have been tamped as much as possible when the fill was laid.

The action of this pipe will in a large measure determine our future policy in regard to high fills over large pipes. Therefore I wish a complete report with drawing showing the method by which this pipe was installed in order to determine if the installation was at fault or whether it is inadvisable to use such large pipes on high fills.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R. H. Baldock

H. G. Smith,
Construction Engineer.

132 B

April 9, 1934

Mr. Edward E. Davis
General Delivery
Oakridge, Oregon

Dear Sir:

Acknowledgment is made of the receipt of your letter of April 6 regarding your claim for overtime against Myers & Coulter for services rendered this contractor on state highway work at Long Creek, Oregon. I am referring your letter to the State Highway Engineer for his information.

Very truly yours

Secretary

HBG:jn

REFERRED TO
~~HG~~ Prahl
State Highway Engineer

~~Have this claim reported.~~
get a report on this
claim from McLean

182-B

April 11, 1934

Allen & Conner
Exchange Building
Seattle, Washington

Attention: C. McWilliams

Gentlemen:

Reply is made to your communications of April 10 regarding the status of certain contracts which have been awarded to Myers & Goulter of your city. We are giving below the information requested on the three contracts mentioned in your letter.

Contract No. 1495 - Middle Fork-Flowers Gulch Section in Grant County; grading. $143,757.75 paid to date; retained percentage $14,454.75. Contract approximately 82% complete on March 10. Completion date is July 31, 1934.

Contract No. 1501 - Middle Fork-Forest Boundary Section in Grant County; grading. $22,892.20 paid to date; retained percentage $4,059.80. Contract approximately 51% complete on March 10. Completion date is July 31, 1934.

Contract No. 1509 - Bridges over John Day River and Granite Creek, Grant County. $25,389.69 paid to date; retained percentage $3,398.88. Contract approximately 60% complete on March 10. Completion date is July 15, 1934.

Yours very truly
STATE HIGHWAY COMMISSION

By

JM:MC

Secretary

#1495
Grant Co.

SUCCESSOR TO
GEO. W. ALLEN & CO.
W. W. CONNER & CO.
AND
ALLEN, CONNER & HAMMOND, INC.

ALLEN & CONNER.
INSURANCE BROKERS, INC.
EXCHANGE BUILDING
TELEPHONE ELLIOTT 2818
SEATTLE, WASHINGTON

SURETY BONDS
AUTOMOBILE
CASUALTY
FIRE

April 10, 1934

State Highway Department,
Salem,
Oregon.

Gentlemen:

Will you be so kind as to advise us the present status of State of Oregon Contract No. 1495, which project is being handled by Myers & Goulter, Contractors of this City? Amount uncompleted, retained percentages, etc.

We enclose herewith stamped, self-addressed envelope for your convenience in replying and thank you in advance for the courtesy.

Yours very truly,
ALLEN & CONNER, INSURANCE BROKERS, INC.
By C. McWilliams

McW
encl

#1501
Surt. Cr

SUCCESSOR TO
GEO. W. ALLEN & CO.
W. W. CONNER & CO.
AND
ALLEN, CONNER & HAMMOND, INC.

ALLEN & CONNER,
INSURANCE BROKERS, INC.
EXCHANGE BUILDING
TELEPHONE ELLIOTT 2212
SEATTLE, WASHINGTON

SURETY BONDS
AUTOMOBILE
CASUALTY
FIRE

April 10, 1934

State Highway Department,
Salem,
Oregon.

Gentlemen:

Will you be so kind as to advise us the present status of State of Oregon Contract No. 1501, which project is being carried on by Myers & Goulter, contractors of this City? Amount uncompleted, retained persentage, etc.

We enclose stamped, self-addressed envelope for your convenience in replying and thank you in advance for the courtesy.

Yours very truly,
ALLEN & CONNER, INSURANCE BROKERS, INC.
By C. McWilliams

McW

#1509
Grant Co

SUCCESSOR TO
GEO. W. ALLEN & CO.
W. W. CONNER & CO.
AND
ALLEN, CONNER & HAMMOND, INC.

ALLEN & CONNER,
INSURANCE BROKERS, INC.
EXCHANGE BUILDING
TELEPHONE ELLIOTT 2212
SEATTLE, WASHINGTON

SURETY BONDS
AUTOMOBILE
CASUALTY
FIRE

April 10, 1934

State Highway Department,
Salem,
Oregon.

Gentlemen:

Will you be so kind as to advise us the present status of State of Oregon Contract No. 1509, which project is being handled by Myers & Goulter, Contractors of this City? Amount of uncompleted work, retained percentages, etc.

We enclose herewith stamped, self-addressed envelope for your convenience in replying and thank you in advance for the courtesy.

Yours very truly,
ALLEN & CONNER, INSURANCE BROKERS, INC.
By C. McWilliams

McW

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

MAR 6
OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon NRH 182-B

Mar. 5, 1934.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered [illegible] project.

Very truly yours,

W. H. LYNCH
District Engineer

J. F. Cameron
By
J. F. Cameron
Asst. Highway Engineer

Encl.

Apr 16163

Oregon U. S. Public Works
project No. NRH 182, Section B.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 16, 1933, by the Oregon State Highway Commission, and on December 15, 1933, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works project No. NRH 182, Section B; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section B to provide for the construction of a bridge of more than 20 ft. clear span between survey stations 696+12.0 and 699+64.81, thereby increasing the length from 4.791 miles to 4.858 miles; and by reason thereof has requested that the estimate of cost approved and the Federal funds approved and set aside to the credit of said Section B be increased from $212,003.00 to $246,147.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission, and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section B be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the
> Secretary of the Treasury such approval of said
> surveys, plans, specifications and estimate and

the sum of two hundred forty-six thousand, one hundred forty-seven and no/100 dollars ($246,147.00) as the share of the United States payable under said act on account of Section B of said project, which is the approved total estimated cost thereof:"

Article II shall read:

"Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:

"Between survey station 431+60 at the north end of Section A of said project in the S.E. 1/4 of Sec. 35, T. 8 S., R. 30 E., W.M., and survey station 699+64.81, the south end of Section C of said project, at the north end of the bridge over the Middle Fork of John Day River, in the N.E. 1/4 of Sec. 31, T. 8 S., R. 31 E., W.M., length 4.858 miles, in Grant County, being Section B of Oregon U. S. Public Works project No. NRH 182, consisting of 4.791 miles of roadway and one bridge of more than 20 ft. clear span 0.067 of a mile in length, known locally as the Middle Fork - Flowers Gulch Section of the Pendleton - John Day Highway, between official control points Nye and Federal Aid Route No. 5 near John Day."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of two hundred forty-six thousand, one hundred forty-seven and no/100 dollars ($246,147.00), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of Section B of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 9th day of February, 1934, and the Secretary of Agriculture on the 21st day of February, 1934.

OREGON STATE HIGHWAY COMMISSION

By ____________________
Chairman, State Highway Commission

By ____________________
Member, State Highway Commission

By Washburn
Member, State Highway Commission.

Secretary of Agriculture

By Wilson
ActingChief, Bureau of Public Roads.

Oregon U.S. Public Works project
No. NRH 182, Section B.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRH182-B, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $246,147.00 in lieu of the $[illegible] approved by Certificate of Dec. 15, 1933, as the total estimated cost of said project, and the sum of $246,147.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 21st day of February one thousand nine hundred and Thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

By
ActingChief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—[illegible]

2-A-1 11924 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 2, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

We have made an investigation of the claim for additional compensation made by Swan Erlandson, cook for Myers and Goulter Contract, on Project No. NRH 182-BC.

The attached is a copy of report by Resident Engineer Dean Swift, which we believe is self explanatory. The pay rolls for October, November, December and January show that Mr. Erlandson was paid for 687 hours, of which 39 hours were for overtime. Mr. Swift states that additional overtime will be shown on the February payroll which has not been received to date. From this report we are of the opinion that Mr. Erlandson was amply paid for his services.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRH 182-B

Jan. 2, 1934.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JAN [illegible] - 1934
OREGON
[illegible] COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Highway Engineer

Encls.

A4pr-16163

Form P. R. 2

State Oregon

Project No. [illegible] 152, Section B.

RECEIVED
OCT 1[illegible] 1933 L
OREGON
STATE HIGHWAY COMMISSION

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

RECEIVED
OCT [illegible] 1933

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 16th day of October, 1933 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the National Industrial Recovery Act (Public No. 67, 73d Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932; a project statement, which was approved by the Secretary on the 20th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 8th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred twelve thousand, three and 00/100 dollars ($212,003.00) as the share of the United States payable under said act on account of Section B of said project, which ~~[illegible] the authorized Federal pro [illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance

---

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 431+60 at the north end of Sec. A of said project, in the S. E. 1/4, of Sec. 35, T. 8 S., R. 30 E., W.M., and survey station 696+12 in the N. E. 1/4, of Sec. 31, T. 8 S., R. 31 E., W.M.

, length 4.791 miles, in Grant County, being Section B of Oregon National Recovery Highway project No. NRH 182, consisting of 4.791 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~xxxxxxxxxxxxxx~~ locally as the Middle Fork-Flowers Gulch Section of the Pendleton-John Day Highway, between official control points Nye and Federal Aid Route No. 5, near John Day.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.**

(Include amount, date, and citation of act of legislature by which authorized)

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15 day of December, 19 33

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of two hundred twelve thousand, three and 00/100 dollars ($212,003.00), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ is ~~[illegible]~~

~~dollars ($xxxxxxxxxxxxxxx)~~ the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~[illegible]~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6618

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ....A.... of said project shall not in any event exceed the sum of two hundred twelve thousand, three and 00/100 dollars ($212,003.00), certified to the Secretary of the Treasury as above mentioned, which ~~sum~~ is

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15 day of December, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ....
Chairman, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By ....
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [illegible]-182-B, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 212,003.00 as the total estimated cost of said project, and the sum of $ 212,003.00 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 15 day of December one thousand nine hundred and thirty-three

Secretary of Agriculture
~~Secretary of Agriculture~~
By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

FORM 8-A-1 10162 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

182 B

December 7, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Hon. P. A. Retrum,
County Judge, Grant County,
Canyon City, Ore.

Dear Sir:

Herewith enclosed please find two corrected right of way descriptions on the Middle Fork-Flowers Gulch Section of the Pendleton-John Day Highway.

These descriptions are for use in correcting deeds which were previously obtained, and later found to be in error due to a misunderstanding as to ownerships.

Will you please furnish this department with certified copies of the deeds, and the recording data for our files.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low
H.

CC to
R. H. Baldock ✓
W. C. Williams
Dean Swift

NOTED
State Highway Engineer

FORM S-M-1 10410 800 7-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PTLAND
CARL G. WASHBURNE, EUGE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

192-B

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 23, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 24 1933
OREGON
HIGHWAY

Mr R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dar Sir:

I am enclosing two corrected right of way descriptions on the Middle Fork-Flowers Gulch Section of the Pendleton-John Day Highway. The reason for the corrected descriptions are explained in the attached copy of a letter from Dean Swift, ResidentEngineer.

When these descriptions have been checked in your office, kindly forward the descriptions to the County Court of Grant County in order that they may correct the deeds which they have already taken for this property.

Very truly yours,

W C Williams

Division Engineer.

WCW:OS
Encls.

cc R. H. Baldock

October 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Middle Fork-Flowers Gulch Section, Project No. NRH-182-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/OS

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 182-B

MIDDLE FORK-FLOWERS GULCH SECTION OF THE PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for modified agreement. Based on low bid prices).

Salem, Oregon, October 17, 1933

Grading

All Required		Clearing and Grubbing		$6,000.00
135,000	cu. yds.	Common Excavation	$0.16	21,600.00
210,000	cu. yds.	Solid Rock Excavation	0.70	147,000.00
445,000	yd. sta.	Overhaul	0.01	4,450.00
30,000	yd. mi.	Truck Haul	0.15	4,500.00
40	lin. ft.	12-inch Culvert Pipe	1.50	60.00
1,900	lin. ft.	18-inch Culvert Pipe	2.00	3,800.00
760	lin. ft.	18-inch Culvert Pipe (Extra Strength)	2.50	1,900.00
180	lin. ft.	24-inch Culvert Pipe (Extra Strength)	5.00	900.00
210	lin. ft.	48-inch Culvert Pipe (Extra Strength)	12.00	2,520.00
		Sub-total, Roadway		$192,730.00
		10% Engr. & Cont.		19,273.00
		Total		$212,003.00

Middle Fork, John Day River Bridge

500	cu. yds.	Excavation	$2.00	$ 1,000.00
50	" "	Excavation below plans	6.00	300.00
155	" "	Class "B" Concrete	20.50	3,177.50
360	" "	Class "A" Concrete	20.50	7,380.00
245	" "	Class "B" Concrete	20.50	5,022.50
112,000	lbs.	Metal Reinforcement	0.05	5,600.00
95,000	"	Structural Steel	0.06	5,700.00
715	lin. ft.	Concrete Handrail	4.00	2,860.00
		Sub-total		$ 31,040.00
		10% Engr. & Cont.		3,104.00
		Total		$ 34,144.00

Length of Roadwork	4.791	miles
" " 1 Bridge	0.067	"
Total length	4.858	"

Cost per mile $44,250.26

National Recovery Highway Funds Requested:

Roadwork	$212,003.00
Bridge	34,144.00
	$246,147.00

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1930.

State Funds for Maintenance: Chapter 41, Laws 1927.

Oregon State Highway Department

[illegible]

National Recovery Highway
Project No. NRH-182-B

MIDDLE FORK-FLOWERS GULCH SECTION
OF THE PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany bridge plans. Not as basis for project agreement.)

Salem, Oregon, September 18, 1933.

Grading (Bid-prices)

All Required		Clearing and Grubbing		$ 6,000.00
135,000	cu. yds.	Common Excavation	$ 0.16	21,600.00
210,000	cu. yds.	Solid Rock Excavation	0.70	147,000.00
448,000	yd. sta.	Overhaul	0.01	4,480.00
30,000	yd. mi.	Truck Haul	0.15	4,500.00
40	lin. ft.	12-inch Culvert Pipe	1.50	60.00
1,900	lin. ft.	18-inch Culvert Pipe	2.00	3,800.00
760	lin. ft.	18-inch Culvert Pipe (Extra Strength)	2.50	1,900.00
180	lin. ft.	24-inch Culvert Pipe (Extra Strength)	5.00	900.00
210	lin. ft.	48-inch Culvert Pipe (Extra Strength)	12.00	2,520.00
		Sub-total, Roadway		$ 192,730.00
		10% Engr. & Cont.		19,273.00
		Total		$ 212,003.00

Middle Fork, John Day River Bridge (Estimated prices)

500	cu. yds.	Excavation	3.00	$ 1,500.00
50	cu. yds.	Excavation below Plans	5.00	250.00
155	cu. yds.	Class "B" Concrete	18.00	2,790.00
360	cu. yds.	Class "A" Concrete	20.00	7,200.00
245	cu. yds.	Class "D" Concrete	20.00	4,900.00
112,000	lbs.	Metal Reinforcement	0.05	5,600.00
95,000	lbs.	Structural Steel	0.065	6,175.00
715	lin. ft.	Concrete Handrail	3.50	2,502.50
		Sub-total, Bridge		$ 30,917.50
		10% Engr. & Cont.		3,091.75
		Total		$ 34,009.25

Length of Roadwork	4.791 miles
Length of 1 Bridge	0.067 miles
Total Length	4.858 miles
Cost per mile, roadwork	$ 44,250.26

National Recovery Funds Requested:

Roadway	$ 212,003.00
Bridge	34,009.25
Total	$ 246,012.25

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 5, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
OCT 20 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon NRH 182-B, the John Day River Bridge on the Middle Fork-Flowers Gulch section of the Pendleton-John Day Highway, to Myers & Goulter of Seattle, Washington, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

142 B

September 27, 1933

Myers & Coulter
3227 First Avenue South
Seattle, Wn.

Gentlemen:

We are sending you by express an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Middle Fork-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

August 30, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:-

Reference is made to NRH Project 182-B.

The plans for this project include the bridge, sta. 696+12 to 699+62.

Inasmuch as the bridge quantities are not included in the estimate nor in the first contract, we believe it would be advisable to terminate the grading project at sta. 696+12. The bridge can later be handled as a separate section.

We are accordingly terminating the project at sta. 696+12 and request that you submit the bridge project as a separate section.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Highway Engineer.

August 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Middle Fork-Flowers Gulch Section, Project NRH 182-B.

In connection with the P. S. & E. papers for this project, we wish to call to your attention that the item of 24" culvert pipe was duplicated, the papers showing 180 lineal feet standard strength 24" pipe and, likewise, 180 lineal feet of extra strength 24" culvert pipe. We have, accordingly, corrected the agreement estimate to show only the extra strength pipe item.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/KR

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-182-B

MIDDLE FORK-FLOWERS GULCH SECTION
OF THE PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 28, 1933

All Required		Clearing and Grubbing		$ 6,000.00
135,000	cu. yds.	Common Excavation	$ 0.16	21,600.00
210,000	cu. yds.	Solid Rock Excavation	0.70	147,000.00
445,000	yd. sta.	Overhaul	0.01	4,450.00
30,000	yd. mi.	Truck Haul	0.15	4,500.00
40	lin. ft.	12-inch Culvert Pipe	1.50	60.00
1,900	lin. ft.	18-inch Culvert Pipe	2.00	3,800.00
760	lin. ft.	18-inch Culvert Pipe (Extra Strength)	2.50	1,900.00
180	lin. ft.	24-inch Culvert Pipe (Extra Strength)	5.00	900.00
210	lin. ft.	48-inch Culvert Pipe (Extra Strength)	12.00	2,520.00
		Sub-total		$ 192,730.00
		10% Engr. & Cont.		19,273.00
		Total		$ 212,003.00

Length of Roadwork	4.791 miles
Length of 1 Bridge	.066 miles
Total length	4.857 miles
Cost per mile	$ 44,250.26

National Recovery Highway Funds Requested $ 212,003.00

Funds for Construction: Chap. 173, laws 1917: Chap. 51, laws 1920
Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

August 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence today in the award of contract for Oregon NRH 182-B, Pendleton-John Day grading, to Meyers & Goulter who submitted the low bid of $192,730.00.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 8, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Plans, specifications and estimate for Oregon NHH 182-B, the Middle Fork-Flowers Gulch Section of Pendleton-John Day Highway, 4.791 miles of grading, have today been recommended for approval. This is your authority for proceeding with advertising.

Special clauses, mentioned in our letter of August 2, 1933, should be included in the advertisement for bids. Also we would like to have for each project four copies of mimeograph Notice to Contractors, which should likewise contain the three clauses mentioned.

As no Federal funds will be paid on this project until or unless the agreement is executed, it is essential that all documents be forwarded without delay. This is particularly true of bid tabulations and agreement estimates. As we have been instructed to submit these documents immediately after the letting, we are requesting that they be forwarded so as to reach this office not more than three days after the letting.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

August 4, 1933

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are six copies of estimate for the grading of the Middle Fork-Flowers Gulch Section of the Pendleton-John Day Highway, Project No. NRH 182-B.

Five bid proposals, five sets of blueprint plans and one set of original cross-sections for this project are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery
Highway Project No. NRH-182-B

MIDDLE FORK-FLOWERS GULCH SECTION
OF THE PENDLETON JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, August 4, 1933.

All Required		Clearing and Grubbing		$ 2,500.00
135,000	cu. yds.	Common Excavation	$0.25	33,750.00
210,000	" "	Solid Rock Excavation	0.70	147,000.00
445,000	yd. sta.	Overhaul	0.02	8,900.00
30,000	yd. mi.	Truck Haul	0.12	3,600.00
40	lin. ft.	12" Culvert Pipe	1.25	50.00
1,900	" "	18" " "	2.00	3,800.00
180	" "	24" " "	2.50	450.00
760	" "	18" " "(Extra Strength)	2.25	1,710.00
180	" "	24" " " " "	2.75	495.00
210	" "	48" " " " "	10.00	2,100.00
				$ 204,355.00
		10% Engr. & Cont.		20,435.50
		Total		$ 224,790.50

Length of Roadwork	4.791 miles
" " 1 Bridge	.066 "
Total length	4.857 "
Cost per mile	$46,919.32

National Recovery Highway Funds Requested $ 224,790.50

CONTRACT [redacted] # 1496,

[redacted]

PR 153-A Neskowin-Otis Sec. 1933

1496

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

February 5, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final voucher recently submitted for Oregon U. S. Public Works project NRH 159-A, which indicates that payments already made exceed the total amount claimed for the project, leaving a credit of $160.77.

This credit has been taken on the final voucher for Oregon U. S. Public Works project NRH 153-A by showing the previous payments as $51,585.40, thereby reducing the face of the voucher to $430.44.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRH 153-A

Dec. 26, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
E. J. Caufield
Highway Engineer

Encls.

Aypr 6279

Form P. R. 2
State Oregon
Project No. [illegible] 153, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—6618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of October, 1933 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73d Congress), approved June 16, 1933;

Whereas the Highway Department of said State submitted on the 5th day of February, 1929, a project statement, which was approved by the Secretary on the 10th day of May, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 8th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-six thousand, seven hundred fifty-six and 17/100 dollars ($ 36,756.17) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "National Recovery Highway Funds" appropriated by Act approved June 16, 1933 (Public No. 67, 73d Congress), and any part thereof not provided fom such funds shall be met from State funds available to the State Highway Department under Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 14+35.5 at Neskowin and survey station 597+12 at the north end of the Salmon River Bridge at Otis.

, length 10.939 miles in Tillamook and Lincoln Counties, being Section A of Oregon National Recovery Highway project No. NRH 153, consisting of 10.939 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~in length~~ known locally as the Neskowin-Otis Section of the Oregon Coast Highway, between official control points Coos Bay and Hebo.

8—5518

ROADS
DEC 28 1933
TLAND ORE.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5818

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 8 day of December, 1933

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of thirty-six thousand, seven hundred fifty-six and 17/100 dollars ($ 36,756.17), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-six thousand, two hundred forty-one and 17/100 dollars ($46,241.17), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of thirty-six thousand, seven hundred fifty-six and 17/100 dollars ($36,756.17), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-six thousand, two hundred

---

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 8 day of December, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

By P St J Wilson
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [illegible] 153-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 46,241.17 as the total estimated cost of said project, and the sum of $36,756.17 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 8 day of December one thousand nine hundred and thirty-three

Secretary of Agriculture

By P. St. J. Wilson
...ng Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 193[illegible] ...-1829

FORM 5-A-1 731 5M 6-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

McMinnville, Oregon
September 15, 1933

Mr. C. H. Lynch,
District Engineer,
U.S. Bureau of Public Roads,
Portland, Oregon.

RECEIVED
SEP 16 1933
OFFICE OF
DISTRICT ENGINEER
DIVISION No. 1

Dear Sir:

This will advise you that work was started on Contract 1496, NRH project 159-A, August 30; and on NRH project 155-B, September 12.

Very truly yours,

O. C. YOCOM
Resident Engineer

c.c. R. H. Baldock, State Highway Engineer
W. R. Chandler, Division Engineer

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

1207-A

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

8-30-33 19

To W. H. Lynch, District Eng'r.,
U. S. Bureau of Public Roads,
Portland, Oregon.
Street and No.
Place

1933

Work started this date on Contract fourteen ninety-six, National Recovery Highway Projects one fifty-three A and B, and one fifty-nine B.

O. C. Yocom
Res'd. Hwy. Eng'r.

Copy to [illegible] Project

Sender's address for reference

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE.

Sender's telephone number

Office Engineer

Dict. by J. W. Nash/GS

Encl.

August 29, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Neskowin-Otis Section, Project No. NRH-155-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   National Recovery Highway
Project No. NRH-153-A

NESKOWIN-OTIS SECTION OF THE OREGON COAST HIGHWAY IN LINCOLN AND TILLAMOOK COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 28, 1934.

STATEMENT OF COMPLETED WORK

Final Cost on Roadwork..	$ 148,651.11
Federal Aid Paid on Roadwork..	$ 78,035.[illegible]
Emergency Advance Funds Paid on Roadwork............................	$ 4,400.[illegible]
Length of Roadwork, 10.824 miles	
Cost per mile, Roadwork...	$ 13,733.47
Federal Aid Paid per Mile, Roadwork.................................	$ 7,209.48

Bituminous Macadam Wearing Surface, Type B-2
(Sta. 14+35.5 to Sta. 532+00)

9.6	miles	Preparation of Base	$50.00	$ 480.00
9,000	cu. yds.	Placing Mineral Aggregate	1.00	9,000.00
22,000	yd. mi.	Hauling Mineral Aggregate	0.15	3,300.00
575	tons	No. 3 Oil in Place	24.20	13,915.00
95	"	Emulsified or Cut-back Asphalt in Seal Coat	22.50	2,137.50
				$ 28,832.50

Bituminous Macadam Wearing Surface, Type B-6
(Sta. 532+00 to Sta. 587+12)

1.4	miles	Preparation of Base	$50.00	$ 70.00
1,300	cu. yds.	Placing Mineral Aggregate	1.10	1,430.00
4,000	yd. mi.	Hauling Mineral Aggregate	0.15	600.00
86	tons	Asphalt in Place	25.20	2,167.20
14	"	Emulsified or Cut-back Asphalt in Seal Coat	22.50	315.00
				$ 4,582.20

Sub-total	$ 33,414.70
10% Engr. & Cont.	3,341.47
Total..........	$ 36,756.17

Length of Roadwork		10.824	miles
" "	Bridges	.115	"
" "	Project	10.939	"

Cost per mile $3,360.10

Note: Bituminous Macadam to be constructed across bridges.

National Recovery Highway Funds Requested...................... $36,756.17

NON-PARTICIPATING ITEMS

Aggregate for Bit. Macadam, Type B-2 furnished under State Contract #1327:

5,220	cu. yds.	1½" - 1" Matlr. in Stockpile	(Gr. "C")	$1.00	$5,220.00
1,130	" "	1" - ½" " " "	(Gr. "B")	1.00	1,130.00
1,810	" "	½" - ¼" " " "	(Gr. "A")	1.00	1,810.00
					$8,160.00

Aggregate for Bituminous Macadam, Type B-6 furnished under State Contract #1320:

750	cu. yds.	2" - 3/4" Materials in Stockpile	$0.90	$ 675.00
170	" "	3/4" - ½" " " "	1.00	170.00
260	" "	½" - ¼" " " "	1.00	260.00
2,200	yd. mi.	Hauling Broken Stone, Pile Measure	0.10	220.00
				$1,325.00
				$9,485.00

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1928.
State Funds for Maintenance: Chapter 41, Laws 1927.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

August 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence today in the award of contract for Oregon NRH 153-A, bituminous macadam on the Neskowin-Otis section, to Babler Bros., who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 8, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRH 153-A, the Neskowin-Otis section of the Oregon Coast Highway, have today been recommended for approval. This is your authority for proceeding with advertising.

Special clauses, mentioned in our letter of August 2, 1933, should be included in the advertisement for bids. Also we would like to have for each project four copies of mimeographed Notice to Contractors, which should likewise contain the three clauses mentioned.

As no Federal funds will be paid on this project until or unless the agreement is executed, it is essential that all documents be forwarded without delay. This is particularly true of bid tabulations and agreement estimates. As we have been instructed to submit these documents immediately after the letting, we are requesting that they be forwarded so as to reach this office not more than three days after the letting.

The summary and section sheet (No. 2 of 21) shows the length of the project as 10.94 miles, whereas the estimate shows the length of the project to be 10.939 miles. In the future the roadway length shown on the plans should be carried to three decimal places and all other figures dropped.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

August 2, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accordance with our telephone conversation with Mr. Davis, we are submitting herewith five copies of the proposal form and special provisions for the proposed bituminous macadam wearing surface on the Neskowin-Siletz River Section of the Oregon Coast Highway.

These proposal forms will enable you to forward to your regional office the plans and estimates for Project 153-A in order to obtain a decision as to whether or not the proposed work on that project is eligible for performance with N. R. H. funds.

Additional proposal forms for use in connection with Projects 153-B and 159-B will be forwarded later.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
AUG 2 - 1933
OREGON
STATE HIGHWAY COMMISSION

August 1, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Reference is made to the section sheet for proposed NRH- Project 153-A.

When this project was originally submitted we objected to the way the trenched surfacing was shown, contending that this would give a weak edge, and we are still of that opinion. On the new section you show 19-ft. of bituminous macadam, which we do not consider satisfactory. If you will reduce the width to 18-ft. we are willing to recommend this construction; however, we do not believe the 19-ft. section over the present width of base is good construction, and cannot recommend it as submitted.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

Informed Tom Davis
Roy Johnson that
change would be made

S

July 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany bituminous macadam specifications and two sets of special provisions for the Neskowin-Otis Section, Project No. NRH-153-A.

Five blueprint copies of Sheet No. 2 of the plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Highway Proj. No. NRH-153-A

NESKOWIN-OTIS SECTION OF THE OREGON COAST HIGHWAY IN LINCOLN AND TILLAMOOK COUNTIES

(Estimate to accompany bituminous macadam wearing surface. Not as basis for project agreement).

Salem, Oregon, July 28, 1933

STATEMENT OF COMPLETED WORK

Final Cost on Roadwork..	$ 148,65[illegible]
Federal Aid Paid on Roadwork..................................	$ 78,655.[illegible]
Emergency Advance Funds Paid on Roadwork......................	$ 4,4[illegible]
Length of Roadwork, 10.824 miles	
Cost per mile, Roadwork.......................................	$ 13,733.47
Federal Aid Paid per Mile, Roadwork...........................	$ 7,2[illegible].40

BITUMINOUS MACADAM WEARING SURFACE, TYPE B-2
(STA. 14+35.5 to Sta. 532+00)

9.6	miles	Preparation of Base	$75.00	$ 720.00
9,000	cu. yds.	Placing Mineral Aggregate	1.15	10,350.00
22,000	yd. mi.	Hauling Mineral Aggregate	0.15	3,300.00
575	tons	No. 3 Oil in Place	25.50	14,662.50
95	"	Emulsified or Cut-back Asphalt in Seal Coat	26.50	2,517.50
				$ 31,550.00

Bituminous Macadam Wearing Surface, Type B-6
(Sta. 532+00 to Sta. 597+12)

1.4	miles	Preparation of Base	$75.00	$ 105.00
1,300	cu. yds.	Placing Mineral Aggregate	1.15	1,495.00
4,000	yd. mi.	Hauling Mineral Aggregate	0.15	600.00
86	tons	Asphalt in Place	26.50	2,279.00
14	"	Emulsified or Cut-back Asphalt in Seal Coat	26.50	371.00
				$ 4,850.00
			Sub-total	$ 36,400.00
			10% Engr. & Cont.	3,640.00
				$ 40,040.00

Length of Roadway	10.824	miles
" " Bridge	.115	"
" " Project	10.939	"

Cost per mile $ 3,660.29

Note: Bituminous Macadam to be constructed across bridges.

National Recovery Highway Funds Requested, $ 40,040.00

NON-PARTICIPATING ITEMS

Aggregate for Bit. Mac. Type B-2 furnished under state contract No 1127!

AGGREGATE FURNISHED UNDER STATE CONTRACT NO. 1127

5,220	cu. yds.	1½" - 1" Materials in Stockpile	(Gr. "C")	$1.00	$5,220.00
1,130	" "	1" - ½" " " "	(Gr. "B")	1.00	1,130.00
1,810	" "	½" - ¼" " " "	(Gr. "A")	1.00	1,810.00
					$8,160.00

[illegible]

R)

AGGREGATE FOR BITUMINOUS MACADAM, TYPE B-6

FURNISHED UNDER STATE CONTRACT NO. 1328

750	cu. yds.	2" - 3/4" Materials in Stockpile	$ 0.90	$ 675.00
170	" "	3/4" - ½" " " "	1.00	170.00
260	" "	½" - ¼" " " "	1.00	260.00
2,200	yd. mi.	Hauling Broken Stone, Pile Measure	0.10	220.00
				$ 1,325.00
				$ 9,485.00

CONTRACT #1496,

PR 153B Neskowin-Siletz River & Polk Co.
PR 159A Line - Grand Ronde Sec.
#1496 1933 - 1934

R H BALDOCK

Cost Analysis Final Report

Nov 8,1934

Oregon Coast and Salmon River Highways,Neskowin Siletz River and Tillamook County Line Grand Ronde Sections,Bituminous Macadam Wearing Surface,Contract 1496,Prefix 21 ER

Babler Brothers,Contractors
O.C.Yocom,Resident Engineer
W.H.Stewart, " "

NOTED
State Highway Engineer
153B

	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
North Unit Neskowin Siletz River Type B 2						
Preparation of Base	182.00	10	Miles	18.20	50.00	500.00
Plawing Mineral Aggregate	5300.00	8758½	Cu Yds	0.605	1.00	8758.50
Hauling " "	4367.00	24925¾	Yd Mi	0.175	0.15	3738.86
No 3 Road Oil in Place	12934.30	529.05	Tons	24.45	24.20	12803.01
Cut Back in Seal Coat	1923.40	91.81	"	20.95	22.50	2065.73
South Unit Neskowin Siletz River Type B 6						
Preparation of Base	234.80	12.9	Miles	18.20	50.00	645.00
Placing Mineral Aggregate	6414.25	10602	Cu Yds	0.605	1.10	11662.20
Hauling Mineral Aggregate	6495.05	37086	Yd Mi	0.175	0.15	5562.90
Asphalt in Place Grade E	19848.50	760.52	Tons	26.10	25.20	19165.10
Cut Back in Place	2730.00	130.31	"	20.95	22.50	2931.98
Tillamook Co Line Grande Ronde Type B 12						
Preparation of Base	99.00	4.5	Miles	22.00	50.00	225.00
Placing Mineral Aggregate	3395.00	5609	Cu Yds	0.605	1.10	6169.90
Hauling " "	2795.10	15854¼	Yd Mi	0.175	0.15	2378.14
Asphalt in Place Grade E	7870.35	311.08	Tons	25.30	25.20	7839.22
Cut Back in Place Seal Coat	930.00	46.43	"	20.05	22.50	1044.68
Rock Shoulders	224.95	910	Cu Yds	0.25	0;25	227.50
Hauling Rock Shoulder Material	273.30	2360	Yd Mi	0.116	0.20	472.00
	76016.00					86189.72

Gross Revenue	$86189.72
Total Cost	76016.00
Net Profit	10173.72

Net Profit Equals 13.4 % of cost

E.H.Clymer

Cost Analysis Final Report Nov. 8,1934

Details of Cost

Labor					
Labor				14837.18	
Supervision (Superintendent and Bookkeeper)				1489.09	
Supervision (Lloyd Babler 3 Mo at $300.00)				900.00	
State Industrial Accident Insurance				486.42	
					17712.69
Material					
Grade E Asphalt	1071.6	Tons	@ 10.00	10716.00	
Freight on Grade E Asphalt	1071.6	"	@ 9.00	9644.40	
No 3 Road Oil	529.05	"	@ 9.00	4761.45	
Freight on # 3 Road Oil	529.05	"	@ 9.00	4761.45	
Light Cut Back	268.55	"	@ 12.50	3356.88	
Freight on Light Cut Back	268.55	"	@ 2.60	698.23	
Demurrage and Extra Cost on Cars Diverted				722.00	
					34660.41
Equipment Rental,Supplies and Misc					
Equipment Rental (State Rates on Bablers Equip;actual rental paid on leased equip.)				12504.75	
Gas,Oil and Grease				3938.55	
Small Tools,Parts,Repairs,Supplies and Misc				4669.50	
Fuel Oil and Wood				551.93	
Bond				861.90	
Supervisory and Portland Office Expense				1116.27	
					23642.90

Cost Grand Total $76016.00

Remarks:

This Job was started Aug 31,1933 but due to rainy weather was closed down Oct 10.Work was started again May 1 and the Job was completed June 4.

In 80 calender days the Oiling Crew worked only 48 days due to rainy weather. Two shifts worked from 12 to 14 hours per day when weather would permit and good progress was made on the days they worked.

24969½ Cu yds of Mineral Aggregate was plaved in approximately 544 hours operating time an average of 46 Cu Yds per hour.

1869.2 Tons of Asphalt and Cut Back was spread in Approx 544 hours operating time an average of 3.4 Tons per hour.

The Aggregate for the base course was spread with spreader boxes on trucks; The Aggregate in the Key and Seal Coats was spread by hand labor.

Wage Scale was 55¢ per hour for unskilled labor and from 65¢ to 75¢ for skilled labor.

E.H.Clymer

t Analysis Final Report Nov 26,1934

and Salmon River Highways,Neskowin Siletz River a Tillamook County
Grande Ronde Sections,Bituminous Macadam Wearing Surface,Contract 1496,Prefix 21 FR

Babler Brothers,Contractors
O.C.Yocom,Resident Engineer

Unit Cost of Mineral Aggregate in Place

	Cost	Quantity	Unit Cost
Move in and out (Two Times)	881.16	24969½ Cu Yds	0.035
Load Mineral Aggregate into Trucks from SP	3036.26	"	0.122
Haul,Backup and Spread;Average Haul 3.11 Miles (Course rock spread with spreader boxes,fine rock) (¾" minus spread by hand labor)cost of hand labor (included in next item)	12257.05	"	0.490
Spread,Blade,Handspot and Roll	10102.23	"	0.405
50% of Traffic Control	544.25	"	0.022
Supervision and Overhead Expense	1945.45	"	0.078
Total	28766.40		1.152

Gross Revenue for Loading,Hauling and Placing					$38270.50	Or	$1.533	per	Cu	Yd
Total Cost	"	"	"	"	28766.40	"	1.152	"	"	"
Net Profit	"	"	"	"	9504.10	"	0.381	"	"	"

Unit Cost per ton of Asphalt and Cut Back in Place

	Cost	Quantity	Unit Cost
Movein,set up and move out (Two Times)	434.75	1867.2 Tons	0.232
Heat and Load	2807.25	"	1.502
Haul Hot Asphalt (Average haul 22 Miles) (Ford v8 Trucks with 1000 Gal Tanks used)	2536.96	"	1.357
Spread	3307.48	"	1.769
50% of Traffic Control Cost	544.25	"	0.291
Supervision and Overhead Expense	1945.45	"	1.041
Cost of Asphalt and Cut back including freight and demurrage	34660.41	"	18.543
Total Cost for Asphalt and Cutback in Place	46236.55		24.736
Gross Revenue " " " " "	45849.68		24.529 per ton
Net Loss " " " " "	386.87		0.207 " "

E.H.Clymer

#1496

July 30, 1934

United States Fidelity & Guaranty Company,
G. E. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1496 for the construction of the Neskowin-Siletz River and Tillamook County Line-Grand Ronde Sections of the Oregon Coast and Salmon River Highways in Tillamook, Lincoln and Polk Counties has been completed by the contractors, Bahler Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after August 9, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $73,380.83 including the final payment.

Very truly yours,

Secretary.

Dist. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 9, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to intermediate voucher for Oregon U.S. Public Works project NHH 153-B, covering period from May 16, 1934, to June 6, 1934, submitted in amount of $1,997.95.

Your note accompanying the voucher states that the detailed engineer's estimate is being submitted with the voucher for the A section for corresponding period. As this voucher (Section A) has not been received, it will be necessary to hold the voucher submitted until the engineer's estimate is at hand.

In this connection, may we call your attention to the advantages of submitting vouchers as soon as possible, in preference to allowing them to accumulate and forwarding them a large number at a time. The submission of vouchers accompanied by the proper estimate as soon as possible will expedite payment.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Detail Est. sent 7-11-34
with voucher for 153-A
Jor

CARL F. SMITH
AUDITOR

Form [illegible]—4M—3-33.

OR[illegible] STATE HIGHWAY COMMISSIO[illegible]

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending June 16, 1934. , 193

Section Neskowin-Siletz River & Polk Co. Line -Grand Ronde

Kind of work Bituminous Macadam

Highway Coast & Salmon River

Section prefix 21 PR

Contractor Babler Bros.

Contract number 1496 153-B

Date of contract August 25, 1933 , 193

Date of completion June 6,1934. , 193

Date work started " 31, 1933 , 193

Estimated date of completion , 193

Amount of contract $ 91,960.50

Per cent of time elapsed 80 %

Estimated cost of completed project, exclusive of engineering $ 91,960.50

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 2,850.00 , 3 %

Date project was completed June 6,1934 , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Resident Engineer and two inspectors working up final estimate, same will be completed about June 20 th.

Resident Engineer

RECEIVED JUN 1? 1934 DIV

RECEIVED JUN 18 1934

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

EARL P. SMITH AUDITOR

Stencil No. 124

	GRADING	SURFACI	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRH-153-B

POST OFFICE BUILDING
PORTLAND, OREG.

October 23, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
OCT 24 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

EARL F. SMITH
AUDITOR

Hwy -9932

Form P. R. 2
State Oregon
Project No. [illegible]-108, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

RECEIVED
SEP 28 1933
OREGON
STATE HIGHWAY COMMISSION

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—[illegible]518

CARL F. SMITH
AUD.

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of September, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 5th day of February, 1929, a project statement, which was approved by the Secretary on the 10th day of May, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 3rd day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-one thousand, four hundred ten and 38/100 dollars ($41,410.38) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

CARL F. SMITH
AUDITOR

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from "National Recovery Highway funds" appropriated by Act (Include amount, date, and citation of approved June 16 , 1933 (Public No. 67, 73rd Congress), and any part thereof act of legislature by which authorized) not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1930.

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 600+50 at the south end of the Salmon River Bridge near the ¼ corner common to sections 29 and 30, T 6 S, R 10 W, W.M. and survey station 1311+51.7 in the NW¼ of NW¼ of Sec.11, T 8 S, R 11 W, W.M., at the north end of the Siletz River Bridge, which is Federal Aid Project No. 110, Section D

, length 11.531 miles, in Lincoln County, being Section B of Oregon National Recovery Hwy. project No. NRH-153, consisting of 11.531 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, o[illegible]. known locally as the Otis-Siletz River Section of the Oregon Coast Highway between official control points Coos Bay and Hebo.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of forty-one thousand, four hundred ten and 38/100 dollars ($41,410.38), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-two thousand, three hundred thirty-one and 38/100 dollars ($52,331.38), the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

STRICKEN OUT

In no even~~t shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

CARL F. SMITH
AUDITOR

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. F.A.P. 113

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 12th day of October, 1933

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~[illegible]~~.

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project No. **NRM-153-B**, State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **52,331.38** as the total estimated cost of said project, and the sum of $ **41,410.38** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 12th day of October one thousand nine hundred and thirty three

Secretary of Agriculture

~~[illegible]~~.

By

Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 19 8—4829

CARL F. SMITH
AUD.

153-B

THE UNITED STATES NATIONAL BANK OF PORTLAND

CAPITAL AND SURPLUS $ 6,000.000.00

OREGON CITY BRANCH
OREGON CITY, OREGON

October 3, 1933

Mr. H. B. Glaisyer, Secretary
State Highway Commission,
Salem, Oregon.

Dear Sir:

We have your letter of October 2, 1933 concerning Babler Bros. contracts No.1496-Neskowin-Siletz River and Tillamook County Line-Grand and No.1489-Doyle Hill-Nimrod Section. Please do not hold up the payment of estimate #1 on the foregoing contracts as it is evident we will not be in a position to file our assignment until after this estimate is paid. We do not wish to stand in the way of prompt payment to Babler Bros of the amounts now due them.

Very truly yours,

C. F. Gleason

Assistant Manager.

CFG GH

[illegible]

RECEIVED
OCT - 1933
OREGON
STATE HIGHWAY COMMISSION

NOTED OCT -4 33
CARL F. SMITH
AUDITOR

October 2, 1933

Mr. C. F. Gleason, Assistant Manager,
The United States National Bank of Portland,
Oregon City Branch,
Oregon City, Oregon.

Dear Sir:

Reference is made to my letter of September 18th which was in reply to your letter of September 15th enclosing assignment forms of Babler Brothers.

Please be advised that Estimate Vouchers No. 1 in amounts $17,654.50 and $11,487.35 on contracts No. 1496 - Neskowin-Siletz River and Tillamook County Line-Grade and Contract No.1489 - Doyle Hill-Nimrod Section, Babler Brothers, are now ready to be sent to the Secretary of State for warrants to be drawn covering the payments.

Due to the fact that we have not yet received the proper assignment forms covering these payments we will hold them until Friday, October 6th, at which time they will be sent to the Secretary of State and the payments will be made direct to Babler Brothers.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to Babler Bros.,
3407 - 28th St. N. W.,
Portland, Oregon.

cc to C. F. Smith, Auditor.
office

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Loan of $20,000.00 ($20,000.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for contract on Neskowin Siletz section of Roosevelt Highway, 22.9 miles and Grand Rhonde Tillamook County Line section of Salmon River Cutoff 4.5 miles to THE UNITED STATES NATIONAL BANK, PORTLAND, ORE., [illegible] BRANCH and authorize and empower said bank to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 15th day of September, 1933.

Executed in the presence of us as witnesses:

Babler Bros.
by Harry Babler

Coast and Salmon River Highways in Tillamook, Lincoln and Polk Counties. This is for your records and files.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

jn

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Loan of $20,000.00

($20,000.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for Contract on Doyle Hill, Nimrod Section of McKenzie Highway 14.2 miles

to THE UNITED STATES NATIONAL BANK, PORTLAND, ORE., OREGON CITY BRANCH and authorize and empower said bank to act as agent for us

and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 15th day of September, 1933.

Executed in the presence of us as witnesses:

Babler Bros.
by Harry Babler

[illegible] highways in Tillamook, Lincoln and Polk Counties. This is for your records and files.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

jn

C. F. C. F. 153-B

September 13, 1933

Babler Bros.
2407 - 28th St. N. W.
Portland, Oregon

Gentlemen:

By express we are forwarding copy of contract, duly executed, recently awarded to you for the construction of the Neskowin-Siletz River and Tillamook County Line-Grand Ronde Sections of the Oregon Coast and Salmon River Highways in Tillamook, Lincoln and Polk Counties. This is for your records and files.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

jn

153-B

September 11, 1933

Mr. O. C. Yocom
Resident Highway Engineer
McMinnville, Oregon

Dear Sir:

We have the confirmation of your wire to W. H. Lynch of the U. S. Bureau of Public Roads, giving the date of beginning of work on the Neskowin-Siletz River and Tillamook County Line Sections, Contract No. 1496.

The Bureau of Public Roads now advises that it will be necessary to notify them by letter as work is started on each separate National Recovery Highway Project included in the contract.

You will, therefore, please write to W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work, as work is begun on each National Recovery Highway Project on Contract No. 1496. The stations and/or mile posts indicating the limits of each NRH project are as follows:

Project	Station	to	Station
NRH - 159-A	M.P. 13.74		M. P. 18.28, Salmon Riv. Hwy.
NRH - 153-A	14+35.5		597+12, Ore. Coast Hwy.
NRH - 153-B	600+50		1211+51.7 (M.P.133.5) "

Since your wire to Mr. Lynch did not refer to any one particular NRH project of Contract 1496, it will be necessary to advise him of the NRH project on which work was first started.

A copy of your letter to Mr. Lynch should be sent to the Salem Office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by R. Alvick/ER
cc W. R. Chandler

August 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Otis-Siletz River Section, Project No. NRH-153-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery
Highway Project No. NRH-133-B

OTIS-SILETZ RIVER SECTION OF THE
OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 28, 1933.

STATEMENT OF COMPLETED WORK

Final Cost on Roadwork	$ 161,575.41
Federal Aid Paid on Roadwork	86,798.78
Emergency Advance Funds Paid on Roadwork	30,003.00
Length of Roadwork	11.371 miles
Length of Bridges	0.160 "
Total length of Project	11.531 "
Cost per mile, Roadwork	$ 14,209.42
Federal Aid paid per mile, Roadwork	7,633.33

BITUMINOUS MACADAM WEARING SURFACE, TYPE B-5

Roadwork:

11.5	miles	Preparation of Base	$50.00	$ 575.00
10,700	cu. yds.	Placing Mineral Aggregate	1.10	11,770.00
33,000	yd. mi.	Hauling " "	0.15	4,950.00
704	tons	Asphalt in Place	25.20	17,740.80
116	"	Emulsified or Cut-back Asphalt in Seal Coat	22.50	2,610.00
		Sub-total		$ 37,645.80
		10% Engr. & Cont.		3,764.58
		Total		$ 41,410.38

Length of Roadway	11.371 miles
" " Bridges	0.160 "
" " Project	11.531 "
Cost per mile	$3,591.22

Note: Bituminous Macadam to be constructed across bridges.

National Recovery Highway Funds Requested $ 41,410.38

State Funds for Constr: Chap. 173, Laws 1917: Chap. 31, Laws 1920
" " " Maint: Chap. 41, Laws 1927.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

August 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence today in the award of contract for Oregon NRH 153-B, bituminous macadam on the Otis-Siletz section, to Babler Bros., who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

#1320

153-B

August 23, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of August 22 enclosing copies of notice of claim filed by Washington County against I. L. Young, contractor, in the sum of $500.00.

We are today sending copies of the notice to the contractor and his surety for their information.

Very truly yours

Secretary

AJ

August 23, 1933

U. S. Fidelity & Guaranty Company
% C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim that has been filed in the office of the Secretary of State by Washington County against I. L. Young, contractor, in the sum of $600.00 for rental of a steam roller that was used on a highway construction job.

Evidently this claim is against the state highway contract awarded to Mr. Young for the surfacing of the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County, being State Highway Contract No. 1580. You appear as surety on the bond furnished by Mr. Young in connection with this project, and we are therefore giving you this information.

Very truly yours

Secretary

AJ

cc I. L. Young
Henry Bldg.
Portland, Oregon

[illegible]

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 2[illegible] 1933
OREGON
STATE [illegible]

August 22, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

A notice of claim by Washington County, Oregon, for rental of equipment in the amount of $600.00 against the bond taken from I. L. Young, principal, has been filed in this office today.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM

enc. 3

COPY

H. D. Kerkman, Commissioner
James Lewis, Commissioner

Donald T. Templeton, Judge

COUNTY COURT
County of Washington
Hillsboro, Oregon

August 19, 1933

TO HAL E. HOSS, SECRETARY OF STATE
SALEM, OREGON

Notice is hereby given that Washington County, Oregon, a municipal corporation, has a claim for rental of a ten ton steam roller from May 18, 1932 to January 18, 1933; eight months at $75.00 per month, in the total sum of $600.00 against the bond taken by the State Highway Commission from I. L. Young,Contractor, which steam roller was rented to I. L. Young, Contractor by Washington County to be used on an Oregon State Highway construction job for which the said I. L.Young, Contractor had a contract.

Signed by-

WASHINGTON COU[illegible], OR[illegible]N

County Court,

Donald T. Templeton
Judge

H. D. Kerkman
Commissioner

JAS. LEWIS
Commissioner

Endorsed: File No. 2299
Filed August 22, 1933
HAL E. HOSS,
Secretary of State

RECEIVED
AUG 23 1933
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

August 3, 1933

RECEIVED
AUG 11 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRH 153-B, the Otis-Siletz section of the Oregon Coast Highway, 11.531 miles of bituminous macadam Type B-6, have today been recommended for approval. This is your authority for proceeding with advertising.

Special clauses mentioned in our letter of August 2, 1933, should be included in the advertisement for bids. Also we would like to have for each project four copies of mimeographed Notice to Contractors, which should likewise contain the three clauses mentioned.

As no Federal funds will be paid on this project until or unless the agreement is executed, it is essential that all documents be forwarded without delay. This is particularly true of bid tabulations and agreement estimates. As we have been instructed to submit these documents immediately after the letting, we are requesting that they be forwarded so as to reach this office not more than three days after the letting.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 2, 1933

RECEIVED
AUG 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of special provisions and estimate covering proposed work on NRH 153-B, Otis-Siletz River section of the Oregon Coast Highway.

It is noted that the base rock to be used on the B-6 macadam is 2" - 3/4" rock. This size of rock was not approved by this Bureau for bituminous macadam on this project, and reference is made to the following correspondence:

> Our letter of February 26, 1932, and March 19, 1932, objecting to the 2" - 3/4" rock and requesting 2-1/4" - 1-1/4" or 2" - 1-1/4" size.
>
> Your letter of March 22, 1932, in which you stated you would change to the 2" - 1" size.
>
> Our letter of April 1, 1932, in which we stated it would be more satisfactory if in the negotiations with the contractor the coarse rock be changed to 2-1/4" - 1-1/4" size.

No answer was received to our letter of April 1, 1932, and we are now in receipt of estimate and provisions calling for the use of 2" - 3/4" coarse rock. When forwarding this project, this will be noted and in view of former objections, the project may not be approved by our Regional or Washington Office. We would suggest that no award be made, pending approval by them.

It is also noted that a portion of this proposed project calls for Type B-2 and part B-6. This project will be forwarded as soon as the necessary number of proposals are received.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

July 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany bituminous macadam specifications and two sets of special provisions for the Otis-Siletz River Section, Project No. NRM-153-B.

Five blueprint copies of Sheet No. 2 of the plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/KR

Encl.

Oregon State Highway Department

National Recovery
Highway Project No. NRM-153-B

OTIS-SILETZ RIVER SECTION OF THE
OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany Specification for construction of bituminous macadam. Not as basis for project agreement)

Salem, Oregon July 28, 1933.

STATEMENT OF COMPLETED WORK

Final Cost on Roadwork	$ 161,575.41
Federal Aid Paid on Roadwork	86,798.70
Emergency Advance Funds Paid on Roadwork	30,003.00
Length of Roadwork	11.371 miles
Length of Bridges	0.160 "
Total length of Project	11.531 "
Cost per mile, Roadwork	$ 14,209.42
Federal Aid paid per mile, Roadwork	$ 7,633.33

(A)

BITUMINOUS MACADAM WEARING SURFACE, TYPE B-6

11.5	miles	Preparation of Base	$75.00	$ 862.50
10,700	cu. yds.	Placing Mineral Aggregate	1.15	12,305.00
33,000	yd. mi.	Hauling Mineral Aggregate	0.15	4,950.00
704	tons	Asphalt in Place	26.50	18,656.00
116	tons	Emulsified or Cut-back Asphalt in Seal Coat	26.50	3,074.00
		Sub-total		$ 39,847.50
		10% Engr. & Cont.		3,984.75
		Total		$ 43,832.25

Length of Roadway 11.371 miles
" " Bridges 0.160 "
" " Project 11.531 "

Cost per mile $ 3,801.25

Note: Bituminous Macadam to be constructed across all bridges.

National Recovery Funds Requested $ 43,832.25

NON-PARTICIPATING ITEMS

6,190	cu. yds.	2" - 3/4" Mat'ls. in Stock Pile	$0.90	$5,571.00
1,360	" "	3/4" - ½" " " " "	1.00	1,360.00
2,190	" "	½" - ⅛" " " " "	1.00	2,190.00
18,000	yd. mi.	Hauling Broken Stone, Pile Meas.	0.10	1,800.00
				$10,921.00

#1320

153-R

July 1, 1933

Bannon & Decker, Attorneys
433 Worcester Building
Portland, Oregon

Gentlemen:

Attention Mr. E. J. Decker

Acknowledgment is made of the receipt of your letter of June 27 inclosing notice of claim of Nellie E. Turner against I. L. Young in the sum of $40.05 representing balance due for boarding employees of Mr. Young in connection with his contract for the construction of the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County, Contract No. 1320.

Our records show this contract was completed October 1, 1932 and was accepted by the State Highway Commission on November 1, 1932. Final payment was made to the contractor on November 6, 1932. Therefore, Mr. Young has no balance due him from the State Highway Commission.

In connection with this contract Mr. Young was required to furnish a corporate surety bond for the protection of all just debts, dues and demands incurred against the project. The United States Fidelity & Guaranty Company, C. O. Price, Manager, Porter Building, Portland, Oregon, appear as such surety and I refer you to Mr. Price for further information concerning the payment of Mrs. Turner's claim.

Very truly yours

Secretary

HBG:jm

July 1, 1933

U. S. Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed by Mrs. Nellie E. Turner in the sum of $40.05 representing board to men working for I. D. Young in connection with State Highway Contract No. 1320 for the construction of the Otis-Siletz River Section of the Pacific Highway in Lincoln County.

This information is given you since you appear as the surety on the bond furnished by Mr. Young under this contract.

Yours truly

Secretary

LBC:jn
c.c. I. L. Young
521 Henry Building
Portland, Oregon

#1320

L. J. DECKER

BANNON & DECKER
ATTORNEYS AT LAW
455 WORCESTER BUILDING
PHONE ATWATER 9045
RES. TRINITY 2789
PORTLAND, OREGON

June, 27, 1933.

State Highway Department,
Salem, Oregon.

Gentlemen:

We are herewith enclosing to you a claim in the sum of $40.05 of Nellie E. Turner for the boarding of the men working for I. L. Young in his contract for work on the highway between Otis and Kernville, Oregon.

Some of the matters covered by the claim are a year old and as yet no settlement has been made. The matter has been called to his attention several times without much result.

Will be pleased to know if full payment has been made as yet to Mr. Yound under his contract, as he has made several promises of payment which to date have not been fulfilled.

Yours very truly,

Bannon & Decker,

by, L. J. Decker.

what is status of this job ?

Contract Completed Oct. 1, 1932
accepted Nov. 1, 1932
Final payment made Nov. 26, 1932

I. L. Young

to

Nellie E. Turner, Dr.

To services rendered in boarding employees of I. L. Young, at the request of the said I. L. Young, in connection with his contract with the Highway Department, on the highway between Otis and Kernville, Oregon.

Arthur Freeman, June 15th to July 1st	$ 6.35
Leonard Verhagen, June 15th to July 1st	2.35
C. E. Robinson, June 15th to July 1st	3.35
C. F. Stephens, June 15th to July 15th	20.00
Ted Gartin, July 15th to August 15th	19.00
R. B. McCulloch, July 15th to August 20th	24.00
Earl Buel, July 15th to August 20th	15.00
total	$90.05
Paid on account	50.00
Balance due	$40.05

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH.)

I, Nellie E. Turner, being first duly sworn depose and say that I am the claimant above named, and that the account, above set forth, is a true and correct statement of the abcount, and that no payments have been made upon same except as stated, that there is justly due me the sum of $40.05 over and above all just offsets and counterclaims.

Nellie E. Turner.

Subscribed and sworn to before me this 20 day of June, 1933.

P J Bannon

Notary Public of Oregon,

My commission expires Nov 1 1935

#1320

153 B

March 14, 1933

U. S. Fidelity & Guaranty Company
R. W. Schmeer Co., Agents
Wilcox Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by Steinback Iron Works in the sum of $76.85 for materials furnished I. L. Young in connection with State Highway Contract No. 1320 awarded to Mr. Young for the furnishing of broken stone and surfacing the Otis-Siletz River section of the Oregon Coast Highway in Lincoln County.

This information is given you since you appear as surety on the bond furnished by Mr. Young in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn
c.c I. L. Young
521 Henry Building
Portland, Oregon

March 14, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

We acknowledge receipt of your letter of March 13 inclosing copies of notice of claim filed by Steinbach Iron Works against the bond taken from I. L. Young for materials in the amount of $76.85 furnished in connection with State Highway Contract No. 1320 awarded to Mr. Young for the surfacing and furnishing broken stone on the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County.

In accordance with our usual practice, we are today forwarding copies of such notice to the contractor and his surety.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

March 13, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

We have received and filed as of this date a notice of claim by Steinbach Iron Works for materials furnished in the sum of $76.85 against the bond taken from I. L. Young, principal, and U. S. Fidelity & Surety Company, surety, for work on the Otis-Siletz highway.

We are enclosing a copy of this notice for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal, and one to the surety in the contract covering the work.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

Hal E. Hoss

Secretary of State

HM

COPY

The Oregon State Highway Comm.,

Salem, Oregon.

Gentlemen:-

Notice is hereby given that the under signed, Steinbach Iron Wks. of Tillamook, Ore. has a claim for repairs to machinery and equipment in the sum of $76.85 against the bond taken from I. L. Young and the U. S. Fidelity & Surety Co. for the work of the Otis-Siletz highway contract carried out by I. L. Young during 1932. Itemized statement is hereby attached.

Yours truly,

Tillamook, Ore.
March 10th. 1933.

Steinbach Iron Wks.
J. L. Steinbach

* * * * * * * * * * * *

Tillamook, Oregon, June, July, Aug. Sept. 1932

I. L. Young

in Account with
THE STEINBACH IRON WORKS

Terms: Net. No Discount. 10 percent interest charged when account is past due.

June 16	10# Genuine Babbitt	4.
	2# brass for washers	.60
	10# steel for nut	.60
	2½ hrs. on washer & nut	3.15
24	on drive shaft	1.75
July 15	Make 2 marlin spikes 3 hrs.	3.75
	10# steel	1.20
Aug. 20	Block repairs. 5-1½ " dees	7.50
	2 - 1 3/8" choker sleeves	5.
	1 - 1½" x 10 ft. sling	4.50
	1 - 1½" x 14 ft. sling	5.80
		37.85
Aug. 20	1 - 1" x 30 ft. choker with dee	8.50
	1 - 1¼ " pin clevis	2.
20	Make block pin with nuts & washers	2.75
28	5 - 1½" x 19½" bolts, 6nuts & welding	4.50
Sept. 1	Build up shaft, " turn & fit bearing. 3½ hrs. elect weld	8.75
	4 hrs. straighten & machine work	5.
9	6 - 1¼ " x 15 " bolts & 12-1¼" nuts	7.50
		76.85

Endorsed: File No. 2213
Filed March 13, 1933
HAL E. HOSS
Secretary of State.

#1320

153-B

January 26, 1933

Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of January 25 enclosing copies of notice of claim filed by Kinder-Murphy Lumber Company against the bond furnished by I. L. Young in connection with his contract for the surfacing of the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County.

Copies of the notice have been fowarded to the contractor and the surety on his bond.

Very truly yours

Secretary

AJ

January 28, 1933

United States Fidelity & Guaranty Co.
℅ R. W. Schmeer Co., Agent
Wilcox Building
Portland, Oregon

Gentlemen:

We are enclosing copy of notice of claim that has been filed with the Secretary of State by Kinder-Murphy Lumber Company against the surety bond furnished by I. L. Young in connection with his contract for the surfacing of the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County, State Highway Contract No. 1380.

The claim is in the sum of $43.21 and is for lumber furnished.

This notice is given you as you appear as surety on the bond of the contractor.

Very truly yours

Secretary

AJ

cc I. L. Young
Henry Bldg.
Portland, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN [illegible] 1933

January 23, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

This is to advise that we have filed as of this date, a notice of claim by Kinder-Murphy Lumber Company for materials furnished in the sum of $43.21 against the bond taken from I. L. Young, principal, and U. S. Fidelity and Guaranty Company, surety, for work on the Oregon Coast Highway.

We are enclosing a copy of this notice for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

Hal E Hoss

Secretary of State.

HM

KINDER-MURPHY LUMBER COMPANY
Wholesale and Retail
Rough and finished lumber, shingles, sash and
doors, plaster, lime and brick

DeLake, Oregon, January, 19. 1933.

State of Oregon,
Hon. Secretary of State,
Salem, Oregon.

Notice is hereby given that the undersigned, R.J.Kinder, sole owner of Kinder-Murphy Lumber Co at DeLake, Oregon has a claim for lumber furnished in the sum of $43.21 against the bond taken from I. L. Young, General Contractor, U. S. Fidelity & Guaranty Co, R. W. Schmeer Co, Agents, Wilcox Building, Portland, Ore. on the contract rocking and surfacing the Oregon Coast Highway (Roosevelt) between Otis and Siletz River Bridge.

R. J. KINDER

(R. J. Kinder)

Endorsed: File No. 2191
Filed January 23, 1933
HAL E. HOSS,
Secretary of State.

#1320

153B

January 19, 1933.

Hal E. Hoss,
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of the 18th instant together with notice of claim filed by the Tip Top Motor Company against the bond of I. L. Young which was furnished in connection with State Highway Contract #1320 for the surfacing of the Otis-Siletz River Section of the Oregon Coast Highway.

Yours very truly
STATE HIGHWAY COMMISSION

HBG:MC

Secretary

January 19, 1933.

United States Fidelity & Guaranty Co.
C/o R. W. Schmeer Company
Wilcox Building
Portland, Oregon

Gentlemen:

We have received notice of claim filed with the Secretary of State by the Tip Top Motor Company against the bond taken from I. L. Young in connection with his contract No. 1380 for the surfacing of the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County. This claim covers the furnishing of a front spring for Model AA Ford truck and amounts to $4.50.

This information is given you as you appear as surety on the bond furnished in connection with the above contract. A copy of Tip Top Motor Company's claim is attached.

Yours very truly
STATE HIGHWAY COMMISSION

Secretary

HBG:MC
cc - I. L. Young
521 Henry Building
Portland, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 19 1933
OREGON
STATE HIGHWAY COMMISSION

January 18, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we have filed as of this date, a notice of claim by Tip Top Motor Company for materials furnished in the sum of $4.50 against the bond taken from I. L. Young, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Otis-Siletz River Section of the Oregon Coast Highway.

We are enclosing a copy of this notice for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

Hal E Hoss

Secretary of State.

HM

Phone 125
TIP TOP MOTOR CO.
Across From City Hall
Newport, Oregon

Jan. 14, 1933

6 trucks
reg-

To The Secretary of State of the State of Oregon,

Notice hereby is given that the undersigned, Tip Top Motor Co., has a claim for $4.50, for a front spring for Model AA 1931 Ford Truck, delivered on June 8th, 1932, to I. L. Young of DeLake Oregon; against I. L. Young, & United States Fidelity & Guaranty Co., & R. W. Schmeer Co., agent; for the work on the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County, Oregon.

Very truly yours,

Tip Top Motor Co.,
by A. F.Hayman

Goodrich
Silvertowns

Endorsed: File No. 2189
Filed January 18, 1933
HAL E. HOSS,
Secretary of State.

#1320

153B

Jan. 12, 1935

Joseph R. McCready
Attorney at Law
Forest Grove, Oregon

Dear Sir:

Acknowledgment is made of your letter of January 11th regarding the I. L. Young contract for resurfacing the Otis-Siletz Section of the Oregon Coast Highway.

In accordance with your request we are pleased to advise that the surety on the bond for this contract is the United States Fidelity and Guaranty Company, for whom R. W. Schmeer Company with offices in the Wilcox Building, Portland, is the Resident Agent.

Yours very truly
STATE HIGHWAY COMMISSION

HBG:MC

Secretary

FIRST NATIONAL BANK BUILDING
PHONE 243

JOSEPH R. McCREADY
ATTORNEY-AT-LAW
FOREST GROVE, OREGON

January 11, 1933

State Highway Commission
Salem, Oregon

Gentlemen:

A client of mine furnished a small amount of materials to I. L. Young in resurfacing the Oregon Coast Highway from Otis to Siletz, Oregon, which was performed last summer.

Will you kindly advise me the name of the Bonding company on this job?

Very truly yours,

JRM/GA

STATE HIGHWAY COMMISSION

By

Secretary

AF

#1320

153-B

January 10, 1933

Tip Top Motor Co.,
Newport,
Oregon.

Gentlemen:

We are in receipt of your bill against I. L. Young, in the sum of $4.50, which was incurred last June.

Evidently the bill is in connection with the contract that was awarded to Mr. Young by the State Highway Commission for the surfacing of the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County. If so, you are protected by the surety bond which the contractor furnished to the State in connection with this project. The bond was written by United States Fidelity & Guaranty Company, and R. W. Schmeer Co., is the local agent with offices in the Wilcox Building, Portland.

If your claim is not paid by Mr. Young, whose address is 521 Henry Building, Portland, we suggest that you take up the matter of your claim with the agent of the bonding company. In the event that you do not secure satisfaction from either of these, we further recommend that you file your notice of claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws for 1931, a mimeographed copy of which is enclosed.

We are today notifying the surety company of the existence of your claim, and hope that you will secure an early settlement of your bill.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

AJ

January 10, 1933

U. S. States Fidelity & Guaranty Company
% R. W. Schmeer Co., Agent
Wilcox Building
Portland, Oregon

Gentlemen:

This is to inform you that Tip Top Motor Company of Newport has a bill, in the sum of $4.50, against I. L. Young in connection with State Highway Contract No. 1320, which is for the surfacing of the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County.

This notice is given you as you appear as surety on the bond of the contractor.

Very truly yours

Secretary

AJ

cc I. L. Young
Henry Building
Portland, Oregon

#1520

153-13

Phone 125

TIP TOP MOTOR CO.

A. F. Hayman, Prop.

Across From City Hall
NEWPORT, OREGON

M Mr. I. L. Young
Delake, Oregon
% State Highway Dept.

Jan. 1, 1935

June 8	1 Front Ford Spring (Model A)			4.50

STATEMENT

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surfacing
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y yours

Secretary

AJ

cc I. L. Young
821 Henry Bldg.
Portland, Oregon

#1320

153-B

January 6, 1933

U. S. Fidelity & Guaranty Company
% R. W. Schmeer Co.
Wilcox Building
Portland, Oregon

Gentlemen:

Enclosed find copy of notice of claim that has been filed with the Secretary of State by Howard-Cooper Corporation against I. L. Young in connection with State Highway Contract No. 1320 which was awarded to him for the surfacing of the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County.

The claim is in the sum of $1,734.58 and is for rental of equipment.

This notice is given you as you appear as surety on the bond of the contractor in this instance.

Very truly yours

Secretary

AJ

cc I. L. Young
521 Henry Bldg.
Portland, Oregon

January 6, 1933

Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of January 3 enclosing copies of notice of claim that has been filed with you by Howard-Cooper Corporation against I. L. Young in connection with State Highway Contract No. 1320 — construction of the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County.

Copies of the notice are being mailed today to the contractor and his surety.

Very truly yours

Secretary

AJ

y of State

C. N. LAUGHRIGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

January 5, 1933

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of this date, a notice of claim by Howard-Cooper Corporation for rental of equipment in the sum of $1754.58 against the bond taken from I. L. Young, principal, and U. S. Fidelity Company, surety, for work on the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County, State Highway contract No. 1320.

We have prepared and are enclosing a copy of this notice for your information and files together with two additional copies one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

Hal E Hoss

Secretary of State.

HM

HOWARD-COOPER CORPORATION
Main office and warehouse
East 3rd St and Hawthorne Ave.
Portland, Oregon

Branch Offices
and warehouses
Boise, Idaho
Seattle, Wash.
Spokane, Wash.

January 4, 1933

Secretary of State,
State of Oregon,
Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned Howard-Cooper Corporation has a claim for rental of equipment in the sum of $1754.58 against the bond taken from I. L. Young as principal and U. S. Fidelity Company, surety, for the work to be performed by I. L. Young on contract No. 1320, known as the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County. Itemized statement of our claim is attached hereto.

Yours very truly,

HOWARD-COOPER CORPORATION
D. I. COOPER
President

D. I. Cooper
J
(Encl)

I. L. Young Account

Inv. 1258	May 7th, 1932		
	5 - 1-1/4 x 18" Machine bolts, 6" thread	2.15	
	1 - 25" toggle for 15x36 HCC breaker crusher	56.30	58.45
Inv. 1068	April 26th, 1932		
	Rental of:		
	1 - 15x 36 HCC breaker crusher		
	From 4-23-32 to 5-23-32		250.00
Inv. 1459	May 20, 1932		
	Rental of:		
	1 - 15x36 HCC Breaker crusher		
	From May 23 to June 23, 1932		250.00
Inv. 1479	May 25th, 1932		
	Swinging jaw for 15x36 HCC breaker crusher	621.50	
	Less 25% discount as agreed between I. L. Young & R.E.Nelson on May 24,1932	155.37	466.13
Inv. 2108	July 9th, 1932		
	Rental of:		
	1 - 15x36HCC breaker crusher		
	From July 5th to Aug. 5th		250.00
Inv. 2588	August 6th, 1932		
	Rental of:		
	1 - 15x36 HCC breaker crusher		
	From Aug. 5th to Sept. 5th		250.00
Inv. 3026	Sept. 6th, 1932		
	Rental of:		
	1 - 15x 36 HCC breaker crusher		
	From Sept. 5th to Oct. 5th		250.00
	Total		$1754.58

Endorsed: File No. 2176
Filed January 5, 1933
HAL E. HOSS, Secretary of State

January 5, 1933

Howard Cooper Corporation
East 3rd St. and Hawthorne Ave.
Portland, Oregon

Gentlemen:

Receipt is acknowledged of your letter of January 4, in which you enclose copy of notice of claim that is being filed with the Secretary of State against I. L. Young in connection with State Highway Contract No. 1320, construction of Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County.

Very truly yours

Secretary

AJ

ROY E. NELSON, VICE PRES.
E. C. LUNDQUIST, SECY-TREAS.

HOWARD COOPER
CORPORATION

MAIN OFFICE AND WAREHOUSE
EAST 3RD ST AND HAWTHORNE AVE
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
BOISE, IDAHO
SEATTLE, WASH.
SPOKANE, WASH.

January 4th, 1933

RECEIVED
JAN 5 - 1933
OREGON

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We enclose copy of our claim against I. L. Young, original copy being filed with the Secretary of State. We kindly ask you to file our claim so we will be protected in the payment thereof.

Yours very truly,

HOWARD-COOPER CORPORATION

President

D. _. Cooper
J
(Encl)

Copy to Oregon State Highway Dept.

January 6, 1933

Secretary of State,
State of Oregon,
Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned Howard-Cooper Corporation has a claim for rental of equipment in the sum of $1754.58 against the bond taken from I. L. Young as principal and U. S. Fidelity Company, surety, for the work to be performed by I. L. Young on contract No. 1320, known as the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County. Itemized statement of our claim is attached hereto.

Yours very truly,

HOWARD-COOPER CORPORATION

President

D. I. Cooper
J
(Encl)

I. L. Young Account

Inv. 1258	May 7th, 1932		
	3 - 1-1/4 x 18" Machine bolts, 6" thread	2.15	
	1 - 23" toggle for 15x36 HCC breaker crusher	36.30	38.45
Inv. 1089	April 26th, 1932 Rental of: 1 - 15x36 HCC breaker crusher From 4-23-32 to 5-23-32		250.00
Inv. 1439	May 20, 1932 Rental of: 1 - 15x36 HCC breaker crusher From May 23 to June 23, 1932		250.00
Inv. 1479	May 25th, 1932		
	Swinging jaw for 15x36 HCC breaker crusher	621.50	
	Less 25% discount as agreed between I.L.Young & R.E. Nelson on May 24, 1932	155.37	466.13
Inv. 2108	July 9th, 1932 Rental of: 1 - 15x36 HCC breaker crusher From July 5th to Aug. 5th		250.00
Inv. 2588	August 6th, 1932 Rental of: 1 - 15x36 HCC breaker crusher From Aug. 5th to Sept. 5th		250.00
Inv. 3026	Sept. 6th, 1932 Rental of: 1 - 15x36 HCC breaker crusher From Sept. 5th to Oct. 5th		250.00
	Total		$1754.58

CONTRACT# 1497,

PR 191-A North Fork-Hatchery Sec. 1932

1497

#1497

[illegible]t [illegible]aly [illegible]

191-A

October 15, 1934

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1497 for the construction of the Mills Bridge-Deadman Creek Section of the Wilson River Highway in Tillamook County, has been completed by the contractors, Jacobsen-Jensen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 25, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $40,105.60 including the final payment. (Of this amount $522.10 was for force account work.)

Very truly yours,

Secretary.

Dict. by J. McFarland.

R H BALDOCK

191A

[illegible]t Analysis Final Report

[illegible]pt 20,1934 6-

Wilson River Highway,Mill Bridge Deadman Creek,Grading,Contract 1497,Prefix 29 PP.

Jacobsen and Jensen,Contractors
J.H.Scott,Resident Engineer

	Cost	Quantity		Unit Cost	Unit Bid	Gross Earnings
Clearing and Grubbing	3809.58	100 %		e	-	5000.00
Excavation Single Class	13031.87	70242.5	Cu Yds	0.186	0.15	10536.38
Overhaul	1517.44	75872	Yd Sta	0.02	0.02	1517.44
Truck Haul	1030.00	5420.8	Yd Mi	0.19	0.15	813.12
Selected Roadbed Topping	5460.00	12000	Cu Yds	0.455	0.40	4800.00
Class A Concrete	2102.11	148.647	Cu Yds	14.14	27.30	4058.06
Metal Reinforcement	1149.85	22602.2	Lbs	0.051	0.07	1582.16
Rubble Masonry	5865.50	652.14	Cu Yds	8.99	12.00	7825.68
4" Porous Drain Tile	7.30	26	Lin Ft	0.28	0.55	14.30
18" Corr Iron Culv Pipe	1625.72	864	" "	1.88	3.00	2592.00
24" " " " "	173.16	60	" "	2.89	4.00	240.00
36" " " " "	416.50	85	" "	4.90	6.00	510.00
12" Concrete Pipe PA # 1	22.40	24	" "	0.93	2.00	48.00
6" Drain Tile PA 1	38.00	102	" "	0.37	0.75	76.50
Force Account	458.80					490.98
Total	36708.23					40104.62

Gross Earnings	40104.62
Total Cost	36708.23
Net Profit	3396.39

Net Profit Equals 9.3 % of Cost

RE[illegible] SEP ()1934
OFFICE OF [illegible]NEER
DIVI[illegible] DIVISION [illegible]

E.H.Clymer

Cos[illegible]nalysis Final Report Sept [illegible],1934
6

Wilson River Highway,Mill Bridge Deadman Creek Section,Grading,Contract 1497,Prefix 29 PP.

Labor					
Labor				9794.69	
Supervision (Jack Harrington Superintendent)				1662.70	
State Industrial Accident Insurance				364.54	
					11821.93
Material					
Cement for Box Culverts	219	Bbls	@ 3.283	718.98	
" " Rubble Masonry	375	"	@ 3.283	1231.12	
Mineral Aggregate for Box Culverts	222	CY	@ 1.50	333.00	
" " " Rubble Masonry	193	Cy	@ 1.50	289.50	
Reinforcing Steel	22700	#	@ 0.0384	871.68	
4" Pourous Drain Tile	170	LF	@ 0.05	8.50	
6" " " "	200	LF	@ 0.15	30.00	
18" Corr Iron Culv Pipe	864	LF	@ 1.08	933.12	
24" " " " "	60	LF	@ 1.75	105.00	
36" " " " "	85	LF	@ 3.53	300.05	
18" " " " " Bands	26		@ 1.55	41.85	
24" " " " " "	2		@ 2.02	4.04	
36" " " " " "	4		@ 3.48	13.92	
9" " " Perforated Pipe	43	LF	@ 0.65	27.95	
9" " " " " Bands	1		@ 0.91	0.91	
12" Concrete Pipe	24	LF	@ 0.615	14.77	
Gravel Topping delivered on job	11400	CY	@ 0.35	3990.00	
					8914.39
Equipment Rental,Supplies and Misc					
Equipment Rental				7316.90	
Gas,Oil and Grease				3547.45	
Explosives				951.65	
Parts and Repairs				1346.56	
Small Tools,Supplies and Misc				483.42	
Form Lumber ($16.50 per M)				95.50	
Freight and Cartage Move on amd Off				565.00	
Bond 1% of Gross Earning				401.05	
Liability and Property Damage				68.40	
Hired Team				95.78	
Part of Portland Office Expense 11 months @ $100.00				1100.00	
					15971.91

Cost Grand Total $36708.23

E.H.Clymer

Wilson River Highway,Mill Bridge Deadman Creek,Grading,Contract 1497,Prefix 29 PP.

Remarks:

This Job was started Sept 11,1934 and was completed Aug 23,1934.Rainy weather delayed progress and increased cost.

The trees ,brush and downfalls on all except 800 lin ft of this section had been cut and burned by Tillamook County.The contractor blowed the stumps, dragged togeather with a 60 cat and burned.2½ tons of 30 % stumping powder was used.About 25 acres was cleared at an average cost of $152.40 per acre.

The Excavation was done with two 60 gas cats,1- 30 gas cat,1- 8 Cu Yd La Turneau Scraper equipped with 4 Air Wheels, 1- 9' X 3' Bulldoser and 1 # 1¼ Cu Yd Tumble Bug.Most of the excavation was done during spring and summer.It was necessary to tear up part of the county road and it would have been almost impossible to tear up this road and keep it open to traffic in wet weather.Also rain and mud made it impossible to work this material with equipment during the winter months.

Wiess,who had a commercial gravel plant located on the Wilson River near the West End of this job furnished the Gravel Topping delivered and spread thru tail gate for $0.35 per cubic yard.11400 Cu Yds of Topping was hauled and spread in 44 eight hour days an average of 260 Cu Yds per hour.The dragline buckets were to small and the truck owners would not keep their trucks on the job for $1.25 per hour which delayed progress,

600 Cu Yds of solid rock encountered in excavation was shot small and used for topping.

A wage allowance of 75 cents per hour has been included in the cost for the two Swanson Brothers (Stonemasons) who subbed the Rubble Masonry for $7.50 per Cu Yd.Also for the two Qualley Brothers who subbed the Class A Concrete for $12.00 per Cu Yd.

E.H.Clymer

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 25th, 1934

Section	Mills Bridge -Deadman Creek	Kind of work	Grading -Topping
Highway	Wilson River	Section prefix	29PP NRH 191-A
Contractor	Jacobsen & Jensen	Contract number	1497
Date of contract	August 26th, 1933	Date of completion	August 31st, 1934
Date work started	September 11th, 1933	Estimated date of completion	August 21st, 1934
Amount of contract	$ 37614.00	Per cent of time elapsed	%

Estimated cost of completed project, exclusive of engineering $ 40614.00

Per cent of contract completed, based on total contract price all %

Engineering costs to date, $ 2395.00, 5.02 %

Date project was completed August 21st, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Last of topping put on grade on the 21st and blading completed. Mr Eason, Asst Division Engineer, over the project on the 23rd and accepted the job. Few hours work doing a little more cleaning of shoulders etc.

Final estimate about completed, will take about two more days. Expect to ship it in latter part of next week and this will be final weekly report.

Topping has shaped up well and is as good as can be done with coarse gravel but looks well and will make a good surface. Is a little loose in places but will probably tighten up under blading when rains start in.

1934 D
DIV

RECEIVED
AUG 2 1934
CONSTRUCT

Signed Scott

Address Nehalem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.14				
Miles partially completed					
Miles completed	2.14				
Total estimated quantities	93000	incl topping			
Estimated quantities moved or placed to date	all				
Average daily quantities					
Average daily quantities necessary to complete project on time	completed				
Number shifts per day	2				
Hours per shift	5				
Average force on project for week	9	for two days			

Percentages of men employed on contract to be secured from: Tillamook

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Tillamook COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	8					1	9
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers 1, Sheet-foot rollers ...., 4 trucks ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 19th	Clear		morning fogs all week
Monday 20th	"		
Tuesday 21	"		Job completed today
Wednesday 22	"		
Thursday 23	"		
Friday 24	Fog		
Saturday 25	"		

R.H. Baldock

191-A

[illegible]st A[illegible]ysis to May 15 [illegible] 6-[illegible]4

Wilson River Highway,Mills Bridge Deadman Creek,Grading,Contract 1497,Prefix 29 PP.

Jacobsen and Jensen,Contractors
H.H.Scott,Resident Construction Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Clearing and Grubbing	3733.65	95% Complete	-	-	4750.00
Excavation Single Class	7102.09	41573 Cu Yds	0.17	0.15	6235.95
Over Haul	458.00	22900 Yd Sta	0.02	0.02	458.00
Truck Haul	432.00	2400 Yd Mi	0.18	0.15	360.00
Class A Concrete	2146.90	147.24 Cu Yds	14.58	27.30	4019.65
Metal Reinforcement	1059.15	20442.4 Lbs	0.051	0.07	1430.97
Cement Rubble Masonry	5176.26	567 Cu Yds	9.13	12.00	6804.00
4" Porous Drain Tile	6.60	22 Lin Ft	0.30	0.55	12.10
18" Corr Iron Culv Pipe	1498.75	810 Lin Ft	1.85	3.00	2430.00
24" " " " "	156.00	60 Lin Ft	2.60	4.00	240.00
36" " " " "	416.50	85 Lin Ft	4.90	6.00	510.00
6" Drain Tile	37.00	97 Lin Ft	0.38	0.75	72.75
Gravel Topping in Place	-	-	-	0.40	-
Total	22222.90				27323.42

Gross Earnings	27323.42
Total Cost	22222.90
Net Profit	5100.52

Net Profit Equals 23 % of Cost

E.H.Clymer

NOTED
State Highway Engineer

alysis to May 15 6-4-34

Wilson River Highway,Mills Bridge Deadman Creek,Grading,Contract 1497,Prefix 29 FP.

Labor						
Labor					7538.12	
Supervision					964.00	
Industrial Accident Insurance					252.06	
						8754.18
Material						
Cement for Box Culverts	219	Bbls	@	$3.05	667.95	
Cement for Rubble Masonry Walls	318½	"	@	3.05	971.43	
Min Agg for Box Culv	222	C.Y.	@	1.50	333.00	
Min Agg for Rubble Masonry Walls	165	C.Y.	@	1.50	247.50	
Reinforcing Steel	20845	Lbs	@	3.84	800.45	
4" Porous Drain Tile	150	L.F.	@	0.05	7.50	
6" " " "	100	L.F.	@	0.10	10.00	
18" Corr Iron Culv Pipe	310	L.F.	@	1.08	374.80	
24" " " " "	60	L.F.	@	1.75	105.00	
36" " " " "	85	L.F.	@	3.53	300.05	
18" " " " " Bands	24		@	1.55	37.20	
24" " " " " "	2		@	2.02	4.04	
36" " " " " "	4		@	3.48	13.92	
						4372.84
Equipment Rental,Supplies and Misc						
Equipment Rental					4079.90	
Gas,Oil and Grease					1631.75	
Explosives					891.65	
Parts and Repairs					811.57	
Small Tools,Supplies and Misc					218.50	
Form Lumber (16.50 per M)					54.00	
Freight and Cartage Move in					395.00	
Bond 1% of Gross Earnings					273.23	
Liability and Property Damage					40.28	
Part of Portland Office Expense (7 mo @ $100.00)					700.00	
						9095.88

Cost Grand Total $22222.90

[illegible]st Analysis to May 15

Wilson River Highway,Mills Bridge Deadman Creek,Grading,Contract 1497,Prefix 29 PP.

Remarks:

This Job was started Sept 11,1933 and is now about 70 % complete.Rainy weather has delayed progress and increased cost.

This Contract was bid slightly out of balance;bid prices on Cement Rubble Masonry,Class "A" Concrete (Box Culverts),Corr Iron Culv Pipe,Clearing and Grubbing were high.Work on these items,which was carried on all winter when weather would permit,is practically complete and the job now shows a a good profit.Bid prices on Excavation (now about 60 % complete)and Gravel Topping (not started) are low.When the entire job is completed the profit will be small.

The Trees and brush on all except 800 Lin Ft of this section had been cut and burned by Tillamook County.Clearing by the contractor consisted of blowing the stumps,dragging togeather with 60 Cat and burning.2½ tons of 30 % stumping powder was used.About 25 Acres in this section.Average cost of clearing and grubbing is about $149.00 per Acre.

Good progress is now being made on excavation.Very little rock has been encountered.The Contractor is using one 60 HP Gas Cat with a 8 Cu Yd Laterneau Carryall Scraper equipped with four Air Wheels,one 60 HP Gas Cat equipped with 9' X 3' Bulldoser,one 30 HP Gas Cat with 1½ Cu Yd Tumblebug. Only a small part of the excavation could be done until spring as it was necessary to tear up part of the county road.It was impossible to tear up this road and keep it open to traffic except in dry weather.

A wage allowance of 75 ¢ per hour has been included in the cost for the two Swanson Bros.,stonemasons who subbed the Rubble masonry for $7.50 per Cu Yd;also for the two Qualley Bros who subbed the class A concrete for $12.00 per Cu Yd.

E.H.Clymer

FORM 2-A-1 8760 10M 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

4 copies

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

191-A

Nehalem, Oregon,

IN REPLY PLEASE REFER TO FILE NO.

April 25th, 1934

Mr S.H.Probert,

Office Engineer

Oregon State Highway Dept.

Salem, Oregon,

Dear Sir:

Referring to your letter of April 24th about alleged violations of labor provisions etc on the Jacobsen & Jensen contract on the Mills Bridge-Deadman Creek Section of the Wilson River Highway. Aletter was sent to Mr Chandler on April 21st which largely explains these matters and I presume that you were furnished a copy of the letter.

1 This explained in above letter and local office at Tillamook was consulted at the time .

2 explained in above letter

5

3 On page 2 of the Federal provisions in the Jacobsen & Jensen contract about the middle of the page, the paragraph relating to payrolls would indicate that that the contractor is directly responsible for all payrolls and has to certify to them whether for sub contract work or not and would indicate that where he carries a sub contractors payroll that the names ,amounts paid etc are to be shown on the payroll of the contractor and certified to by him. This has been done exactly in this way in this case .This very well explains why the cards are in possession of the contractor and why the subs turn in their time to the contractors representative and I have insisted that this be done so that the hours which they work and are limited to are a matter of record and the payroll itself shows that they are not paid as other employees.

As to Swanson admitting that they weere on the same basis as other employees, I am satisfied that he meant in the matter of hours which he was permitted to work and that he did not fully understand the question as asked.

4 The question here is mainly one as to whether the sub contractors may do manual labor or only supervisory work as foremen etc as as such are not permitted to work. Your letter states that the specifications provide that they may work. The question then is whether the sub may do what little supervisory work is necessary while working or whether he would have to provide a foreman. It has not been the custom of the past that he should as very little directional work is necessary and on subs of this kind it would be prohibitive to have such overhead and in this case if the contractor were doing the work himself he would not have a foremen as his foreman is past the job several times a day and spends some time there at the wall. The point of Mr Ketterman is that they should not be permitted to work at manual labor and if they are ,then they are violating the provision which says the foremen must not work.

Yours truly, J.H.Scott Res Engr

191-A

April 24, 1934

Mr. Guy V. Lintner, State Director
National Reemployment Service
519 Spalding Building
Portland, Oregon

Attention: Mr. A. G. Johnson

Dear Sir:

Receipt is acknowledged of your letter of April 23rd, transmitting a copy of Mr. Kotterman's report concerning irregularities in connection with the Jacobsen and Jensen contract for the grading of the Mills Bridge-Deadman Creek Section of the Wilson River Highway.

The matters mentioned in Mr. Kotterman's report are being taken up with our Resident Engineer, Mr. J. H. Scott, and also with the contracting firm, both parties being requested to report back to us at once.

For your preliminary information, we are enclosing a copy of the subcontract between Jacobsen and Jensen and S. A. and Ole Swanson. As regards these subcontractors not having any system of records or time cards, and as regards their bills being paid directly by the main contractor, we wish to say that in connection with small subcontracts of this kind, it is common practice for the main contractor to make direct payment of all bills incurred by the subcontractor, to provide them with equipment and to carry their payrolls for them. In fact, it is usually the case that such subcontractors have no funds with which to meet their obligations, and it is, therefore, necessary for the contractor to advance all moneys required, taking credit for advances in the final settlement for the work.

As regards actual performance of work by the members of the contracting firm, our specifications specifically provide that not to exceed two members of the firm may engage in the actual performance of the work or the operation of equipment.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:HR
cc J. H. Scott & F. D. Mason

191-A

U.S. DEPARTMENT OF LABOR
UNITED STATES EMPLOYMENT SERVICE

NATIONAL REEMPLOYMENT SERVICE

519-521 Spalding Bldg.,
Portland, Oregon
April 23, 1934.

R. H. Baldock, Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir: Attention: S. H. Probert

Mr. H. A. Ketterman, Chief Statistician of the Reemployment Service, visited the Wilson River Highway job under contract to Jacobsen & Jensen.

We are attaching hereto a copy of his report dated April 19, calling attention to some irregularities on this job that should be adjusted. Mr. Scott, resident engineer, promised to attend to some of them. We are calling these matters to your attention so that you may be in a position to cooperate with us in straightening out such matters as need adjustment on this project.

Yours truly,
Guy V. Lintner,
State Director
A. G. Johnson
By A. G. Johnson,
Executive Secretary

AGJ:JSC

FORM S-A-1 12959 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

171-A

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

Nehalem, Oregon
April 21st, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer
Oregon State Highway Dept.,
Salem, Oregon.

Mr. Eason

Dear Sir:

Mr. Ketterman of Federal Reemployment Office for Oregon and Mr. Thorsell from the Astoria office were over the Jacobsen & Jensen contract #1497, Mills Bridge-Deadman Creek Section of the Wilson River Highway on the 19th. The following objections were raised.

Card of Fred Johnson read "Mechanic" and he and has been working as bulldozer operator. The card is wrong and no question about that but this matter was taken up several months ago and we had a letter of consent from the Tillamook office but I cannot find the letter at this time but attach a copy of one of my letters relating to the incident. Think Johnson should be cleared as he is a necessary man to the contractor. The other four drivers are men of little experience on that particular equipment and were broken in on the job and are all Tillamook men. I believe that under the contract, that the contractor could have refused to take these men and to have asked for all outside men. At the time Johnson started there were no drivers available and the contract says that a man placed when no men were available should not be replaced when men were available.

Objection that slopers were paid as common labor. Contract not clear as to whether they are skilled or not. Contractor asked for experienced slopers and would have been willing to pay skilled wages but local office could not furnish experienced and skilled men so the contractor has used common labor and spent a lot of his time with them. Agreed that contractor would pay skilled labor and that they would furnish skilled slopers and would probably have to send out for some of them.

On the wall work, Geo. Stohl paid as common labor was working as a mason. Stohl came out as a moson but they did not think him suitable but put him on as a helper carrying and mixing mortar, lifting rock, breaking some rock under direction of mason. In the many times I have been over the work, I have never seen him use a trowel but Mr. Ketterman says that the men admit that he has. Have instructed contractor that he is not to use a trowel or fine dress rock unless he is paid a msons or skilled labor wage.

The matter of the Swanson sub contract for wall work. Mr. Ketterman says that both of the Swanson Brothers admit that the sub contract has been voided and that they are working for wages. The sub contract was duly signed and approved and is on file in the Salem office. I have never been informed that the contract has been voided and there is plenty of evidence to satisfy me that it has not. However as it is claimed that these men say it has it is probable that Jacobsen and Jensen should be required to state under oath whether or not it has. It is probable that the main contractor is now carrying the payroll for the labor which they use and this is a very usual proceedure on sub contracts. I have not required as perhaps I should have done, that they sub submit a separate payroll but the men are all shown under their proper classification and under a sub heading. This shows that the men are all paid and that their hours are proper. Swanson Bros, subs, are shown for time as a receord of that but no amounts shown or extended. Their pay comes from the subcontract as provided being paid as monthly estimates are paid and not as a pay roll item. This would be a very serious matter if the contract had been cancelled but I feel positive that it has not and that the men were either excited or did not understand whenthey said that it had. Evidence to me points clearly that it has not.

The matter of these two men working at labor was brought up and Mr. Ketterman says that they can only work as suprvisory men. There is no regulation other than the contract. It was my understanding that two men of a subcontracting firm could work and I though that it was showing on the payrolls that they did. It seems that this this intent is clarified in later contracts by saying definitelty that they can. These small jobs of special work which it is natural for a contractor to sub let cannot carry the overhead of two men in a supervisory capacity and if they are not permitted to work, it practically prohibits sub contracting when the contract says specifically that work can be sub contracted. The work has been carried along here as it seemed to comply and I thought every one knew how it was. Mr. Ketterman states that he will take this up with Mr. Baldock and I have agreed to make the change if Mr. Baldock says that it should be made.

The above statements will give you an idea of the complaints coming and information for what it may be worth.

Yours truly,

J. H. Scott (Sgd)

Resident Engineer

COPY

191-A

April 19, 1954.

Dear Mr. Johnson:

Attached is a list of the employees on the Wilson River Highway Job, Jacobsen & Jensen, Contractors.

1. Fred Johnson registered at Portland was cleared tothis Job as a Master Mechanic is now running a Le Tourenau Carry All

2. Slopers are being paid laborers wages, Scott State Engineer admitted that this job requires considerable skill and that it should carry the 65¢ scale on the men who can do a regular slopers work. He will see that this is adjusted.

3. Sub- contractors Swanson & Swanson doing culvert work etc., sub-contractor was filed with the Engineer but it sounds phoney to me for the following reasons:

(a) They have no records or time cards all being carried by Main contractor.
(b) Swanson & Swanson admitted to me that they are turning in their time also.
(c) All bills like sand or gravel is being billed to the main contractor and paid by them.
(d) One of the Swansons admitted that they were in the same basis as other employees.

4. If the sub-contract is in effect then the two members of the firm should act in a supervisory capacity and not take the place of two stone masons according to my interpretation of the contract. Called Mr. Scotts attention to this and he wants me to get an opinion on this for the reason he is not clear on the meaning of the clause in the contract concerning sub-contractors working.

5. Geo Stoll employed as a Stone Masons's Helper was doing regular Journeymens work when we appeared on the job. Mr. Scott said he would see that his rate would be increased.

Very truly yours,

(s) H. A. Ketterman omit.

FORM 5-A-1 11924 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

111-a

March 12, 1934

IN REPLY PLEASE REFER TO FILE NO.

Armour & Company,
101 North 13th Street,
Portland, Ore.

Attention - Roy J. Hoss

Gentlemen:

Referring to yours of March 7th, the Wilson River Road has been designated as a State Highway by the Commission and the location survey has been made.

At the present time there is under contract a section for grading and topping. This section, known as the Mills Bridge-Deadman Creek Section, is 2.4 miles in length, beginning approximately 5 miles east of Tillamook.

The county is also doing some work under the C.W.A. beyond the east end of the contract job. This work consists of clearing, drainage and grading. How much will be done depends upon continuation of C.W.A. appropriation.

Further construction will be undertaken as funds become available.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

BALDOCK

Cost Analysis To Feb. 28 March 8 1934

171-a

Wilson River Highway- Mill Bridge, Deadman Creek, Section, Grading.
Contract 1497, Prefix 29PP

Jacobsen and Jensen Contractors.

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earning
Clearing and Grubbing	3555.00	90%	–	–	4500.00
Excavation, Single Classification	3200.50	12500 Cu Yds	0.256	0.15	1875.00
Overhaul	284.00	7100 Yd St	0.04	0.02	142.00
Class"A" Concrete	1791.95	106 Cu Yds	16.90	27.30	2893.80
Metal Reiforcemment	700.00	14000 Lbs	0.05	0.07	980.00
Cement Rubble Masonry	2806.85	276.Cu Yds Yds	10.17	12.00	3312.00
4" Drain Tile	36.00	120 L.F.	0.30	0.55	66.00
18" [illegible] Corr. Iron Pipe	1278.00	710 L.F.	1.80	3.00	2130.00
24 24" Corr. Iron Pipe	156.00	60 L.F.	2.60	4.00	240.00
36" " " "	416.50	85.L.F.	4.90	6.00	510.00
Totals	14224.80				16648.80

Gross Earnings	16648.80
Total Cost	14224.80
Net Profit	2424.00

" " equals 17% earnings on Cost

Cost Analysis to Feb. 28 3-8-34

Wilson River Highway- Mill Bridge, Deadman Creek- Grading
Contract 1497, Prefix 29PP

Jacobsen and Jensen Contractors

Labor					
Labor				5224.30	
Supervision, (Jack Harrington				816.00	
State Industrial Acc. Comm.				155.00	
					6195.30
Material					
Cement, Including haul	310.5	Bbls	@ 3.05	947.03	
Mineral Aggregate including haul	245	Cu Yds	@ 1.50	367.50	
Reinforcing Steel Including haul	14000	Lbs	@ 3.84	537.60	
4" Drain Tile not including haul	120	L.F.	@ 0.05	6.00	
18" Corru Iron Pipe including haul	710	L.F.	@ 1.08	766.80	
24" Corr. Iron Pipe " "	60	L.F.	@ 1.75	105.00	
36" " " " " "	85	L.F.	@ 3.53	300.05	
18" 2 " Bands " "	20	only	@ 1.55	31.00	
24" " " Bands " "	2	"	@ 2.02	4.04	
36" " " " " "	4	"	@ 3.48	13.92	
					3078.94
Equipment Rentals, supplies and Misc.					
Equipment Rentals (State Rental Rates				2452.40	
Gas Oil and Grease				635.75	
Small tools supplies and Misc.				276.50	
Form Lumber @ 16.50 per M				55.00	
Cartage Moving in				145.00	
Hired Team				88.20	
Explosives				744.31	
Part of Portland office Expense (4 mo. @ 100.00)				400.00	
Part of Bond				153.40	
					4950.56

Cost Grand Total $14224.80

Cost Analysis to Feb.28 March 8 1934

Wilson River Highway- Mill Bridge, Deadman Creek, Grading
Contract 1497, Prefix 29PP

Jacobsen and Jensen Contractors

Remarks;

This job was started Sep. 11 1933 and is now about 40% complete. Work has been delayed by rainy winter weather which has also increased cost.

The trees and brush on all except 800 ft. of this section had been cut and burned by Tillamook County. The clearing by the Contractor consisted chiefly of blowing the stumps, dragging together with a 60 Cat. and burning. 2½ tons of 30% stumping powder was used. Approximately 25 acres in this section, average cost was $ 142.00 per acre.

Work on Cement Rubble Masonry, concrete box culverts and culvert pipe has been carried on all winter when weather would permit.

Very little excavation work has been done sincewet weather set in as it will be necessary to tear up part of the county road and it will be impossible to keep this road open to traffic except in dry weather.

Wage allowance of 75 cents per hour has been included in cost for two Swanson Bros. stonemasons who subbed the cement rubble masonry for $7.50 per Cu. Yd.

Wage allowance of 75 cents per hour has been included in cost for two Qually Bros. cement finishers, who subbed the Class "A" concrete for $12.00 per Cu.Yd.

This Job Shows a profit at present but only a small part of the excavation and none of the Gravel Topping has been done.These items represent about 50 % of the work on this job and the bid on both items is low.The percentage of profit will be greatly decreased before this job is complete.

E.H.Clymer

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRH 191-A

Dec. 26, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal Aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. S. Caufield
L. S. Caufield
Highway Engineer.

Encl.

RECEIVED

Form P. R. 2

Agr 16117

State Oregon

Project No. [illegible] 191, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—6518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of October, 1933 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73d Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 5th day of December, 1932, a project statement, which was approved by the Secretary on the 9th day of January, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 9th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-one thousand, three hundred seventy-five and 40/100 dollars ($41,375.40) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 292+10 in the N. W. 1/4 of Sec. 24, T. 1 S., R. 9 W., and survey station 405+00 in the N. W. 1/4 of Sec. 17, T. 1 S., R. 8 W., W.M.

, length 2.140 miles, in Tillamook County, being Section A of Oregon National Recovery Highway project No NRH 191, consisting of 2.140 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length~~ locally as the Mills Creek-Deadman Creek Section of the Wilson River Highway, between official control points "Tillamook via Wilson River to Banks."

ROADS
DEC 26 1933
PORTLAND ORE.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on

the day and year above written and the Secretary on the 12. day of December 193

6

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **A** of said project shall not in any event exceed the sum of **forty-one thousand, three hundred seventy-five and 40/100** dollars ($**41,375.40**), certified to the Secretary of the Treasury as above mentioned, which **is** ~~does~~ ~~not exceed the authorized Federal pro rata share of~~

~~dollars ($~~), the approved total estimated cost of Section **A** of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment of pay[illegible] made by the United States exceed [illegible] project [illegible] the legal limitation upon such payments per mile, exclusive of bridges [illegible]~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chapter 41, Laws of 1927.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of forty-one thousand, three hundred seventy-five and 40/100 dollars ($41,375.40), certified to the Secretary of the Treasury as above mentioned, which is

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 12 day of December, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture
~~xxxxxxxxxxxxxxxx~~
By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [illegible] 191-A, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $41,375.40 as the total estimated cost of said project, and the sum of $41,375.40 as the share of the United States, payable under said acts on account of such project, which ~~does not~~ is the ~~exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 12 day of December one thousand nine hundred and thirty-three

Secretary of Agriculture
~~Assistant Secretary of Agriculture~~
By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1929

C O P Y

191-A

JACOBSEN-JENSEN CO.

General Contractors

517 N. E. Stanton Street
Portland, Oregon

Sept. 27, 1933

Jacobsen-Jensen Company,
517 N. E. Stanton Street,
Portland, Oregon.

Gentlemen:

We hereby propose to furnish all labor and material for the construction of all the Rubble Masonry Walls, on the Mills Bridge-Deadman Creek Section of the Wilson River Highway Contract No. 191A, accing to the plans and specifications covering the said Contract, for the sum of seven dollars and twenty five cents ($7.25) per cubic yard.

We will also do all of the excavation work required in connection with the above masonry work, for the additional sum of fifteen (15) cents per cubic yard.

We will accept payments on monthly estimate at the same time and in the same proportion as received by you.

Resctfully submitted,

S. A. Swanson (Sgd)

Ole Swanson (Sgd)

We hereby accept the above
proposal.

Jacobsen-Jensen Company,
By W. T. Jacobsen (Sgd)
Secretary-Treasurer.

September 19, 1933

Mr. F. P. Whitmore
Resident Highway Engineer
Ashland, Oregon

Dear Sir:

On the day that work is started on the von der Hellen & Pierson Contract for grading the Neil Creek-Barren Creek Section of the Pacific Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as Contract Fifteen Hundred Two, National Recovery Highway Project One Ninety "A".

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MB

cc Mr. E. A. Collier

191-a

September 13, 1933

Jacobsen-Jensen Co.
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of the Mills Bridge-Deadman Creek Section of the Wilson River Highway in Tillamook County.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jn

191-a

August 29, 1933

Jacobson-Jensen Company
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

For use in connection with the Mills Bridge-Deadman Creek Section, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the (National Reemployment Office, 118 - 8th St., Astoria, Oregon).

A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc W. E. Chandler
cc J. H. Scott

191-a

August 29, 1933

Mr. J. H. Scott
Highway Resident Engineer
Nehalem, Oregon

Dear Sir:

On the day that work is started on the Jacobsen-Jensen Company contract for grading of the Mills Bridge-Deadman Creek Section of the Wilson River Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as contract fourteen ninety-seven, National Recovery Highway Project one ninety-one A.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc W. E. Chandler

August 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Mills Bridge-Deadman Creek Section, Project NRH 191-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EH

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-101-A

MILLS BRIDGE-DEADMAN CREEK SECTION OF
THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, Aug. 28, 1933

All Required		Clearing and Grubbing		$ 5,000.00
67,000	cu. yds.	Excavation, Single Classif.	$ 0.15	10,050.00
67,000	yd. stas.	Overhaul	0.02	1,340.00
3,000	yd. mi.	Truck Haul	0.15	450.00
12,000	cu. yds.	Selected Roadbed Topping	0.40	4,800.00
160	cu. yds.	Class "A" Concrete	27.30	4,368.00
20,000	lbs.	Metal Reinforcement	0.07	1,400.00
550	cu. yds.	Rubble Masonry	12.00	6,600.00
120	lin. ft.	4-inch Drain Tile	0.55	66.00
800	lin. ft.	18-inch Culvert Pipe	3.00	2,400.00
60	lin. ft.	24-inch Culvert Pipe	4.00	240.00
150	lin. ft.	36-inch Culvert Pipe	6.00	900.00
			Sub-total	$ 37,614.00
			10% Engr. & Cont.	3,761.40
			Total................	$ 41,375.40

Length of Roadwork 2.140 miles

Cost per mile $ 19,334.11

National Recovery Highway Funds Requested...... $ 41,375.40

Funds for Construction: Chap. 175, laws 1917: Chap. 51, laws 1920
Funds for Maintenance: Chap. 41, laws 1927.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

August 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence today in the award of contract for Oregon NRH 191-A, Wilson River grading, to Jacobsen & Jensen Co. who submitted the low bid of $37,614.00.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 9, 1933

RECEIVED
AUG 11 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRH 191-A, the Mills Bridge-Deadman Creek section of the Wilson River Highway, 2.140 miles of grading and gravel topping, have today been recommended for approval. This is your authority for proceeding with advertising.

Special clauses mentioned in our letter of August 2, 1933, should be included in the advertisement for bids. Also we would like to have for each project four copies of mimeographed Notice to Contractors, which should likewise contain the three clauses mentioned.

As no Federal funds will be paid on this project until or unless the agreement is executed, it is essential that all documents be forwarded without delay. This is particularly true of bid tabulations and agreement estimates. As we have been instructed to submit these documents immediately after the letting, we are requesting that they be forwarded so as to reach this office not more than three days after the letting.

With reference to our letter of July 28, we are assuming, in approving this project, that you consider it one of unquestioned priority.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

August 5, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate for the grading of the Mills Bridge-Deadman Creek Section of the Wilson River Highway, Project No. NRH-191-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/RR

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-191-A

MILLS BRIDGE-JORDAN CREEK SECTION OF

THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, Aug. 5, 1933

All Required		Clearing and Grubbing		$ 2,000.00
67,000	cu. yds.	Excavation, Single Classif.	$ 0.33	22,110.00
67,000	yd. stas.	Overhaul	0.05	3,350.00
3,000	yd. mi.	Truck Haul	0.20	600.00
12,000	cu. yds.	Selected Roadbed Topping	0.80	9,600.00
160	cu. yds.	Class "A" Concrete	20.00	3,200.00
20,000	lbs.	Metal Reinforcement	0.07	1,400.00
550	cu. yds.	Rubble Masonry	10.00	5,500.00
120	lin. ft.	4-inch Drain Tile	0.20	24.00
800	lin. ft.	18-inch Culvert Pipe	1.50	1,200.00
60	lin. ft.	24-inch Culvert Pipe	2.50	150.00
150	lin. ft.	36-inch Culvert Pipe	4.50	675.00
				$ 49,821.00
			10% Engr. & Cont.	4,982.10
			Total	$ 54,803.10

Length of Roadwork 2.140 miles

Cost per mile $ 25,608.92

National Recovery Highway Funds Requested..... $ 54,803.10

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
DEC 13 1932

December 12, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged today of plans, specifications and estimate covering proposed Oregon Emergency Construction Highway Project E-191-A.

It is noted the special provisions and bid sheets require gravel topping, 20' in width and 6" in depth, which is to be placed on the graded road and trenched 2".

A review of the plans shows only a grading section and before this project can be approved it will be necessary to have the section sheet corrected to show the gravel topping and stating whether the 6" thickness is compacted or not.

Action on this project will be deferred pending receipt of revised section sheet.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Revised sheet
sent to Bureau
Dec. 12th.

December 10, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed five copies of project statement covering the Tillamook-Washington County Line Section of the Wilson River Highway. No. 191 has been assigned to this project.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/ER.

Encl.

STATE Oregon

PROJECT NO. 191
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 5, 1922

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Tillamook-Washington County Line Section. Wilson River Highway
2. Between control points of official description: Pt. on Fed Aid Road near Tillamook and Point on Fed. Aid Road near North Plains
3. Between intermediate control points if used: and

County of Tillamook

4. Length in miles (gross) 32.0 (net) 32.0
5. Preliminary estimate of cost: Total, $2,000,000; section of road to be first improved, $35,000,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State:
(Amount.)
Sufficient income, Current income, Chap. 175, laws 1917: Chap. 31, laws 1920
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—8072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current income, Chap. 41, laws 1937 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: Tillamook

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Department
(Official title of Highway Department.)

By

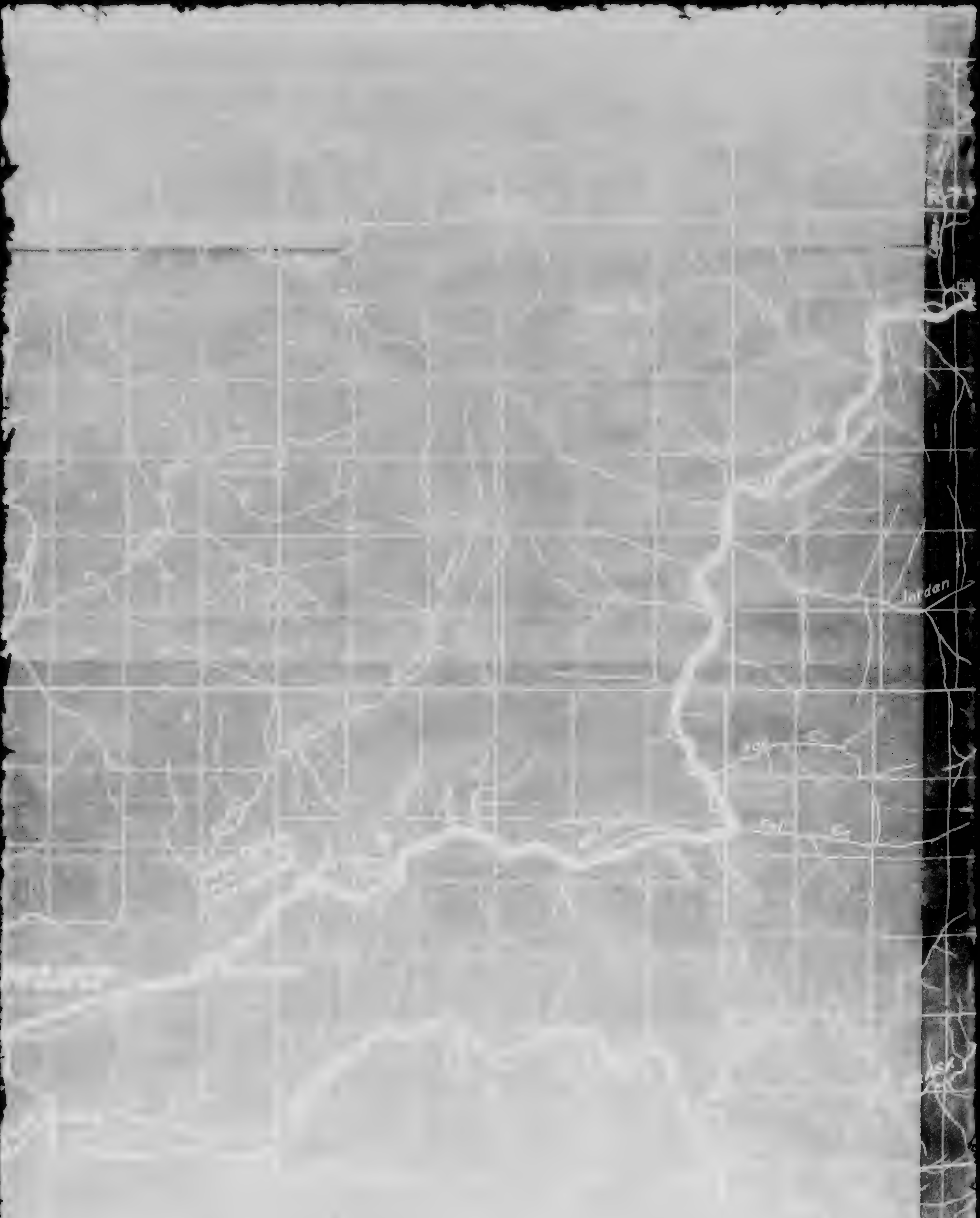
Chairman
(Title of officer.)

By

Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)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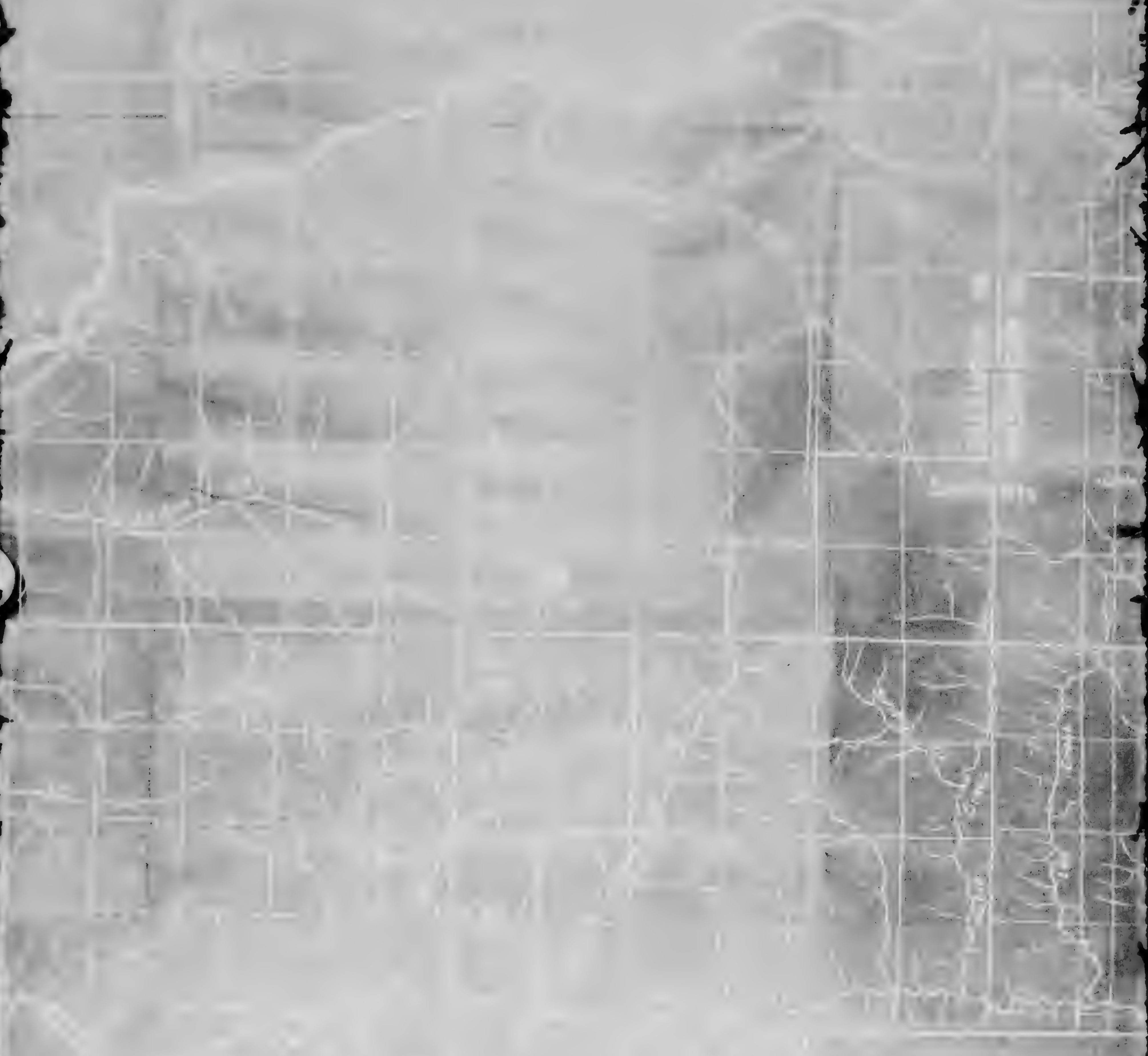
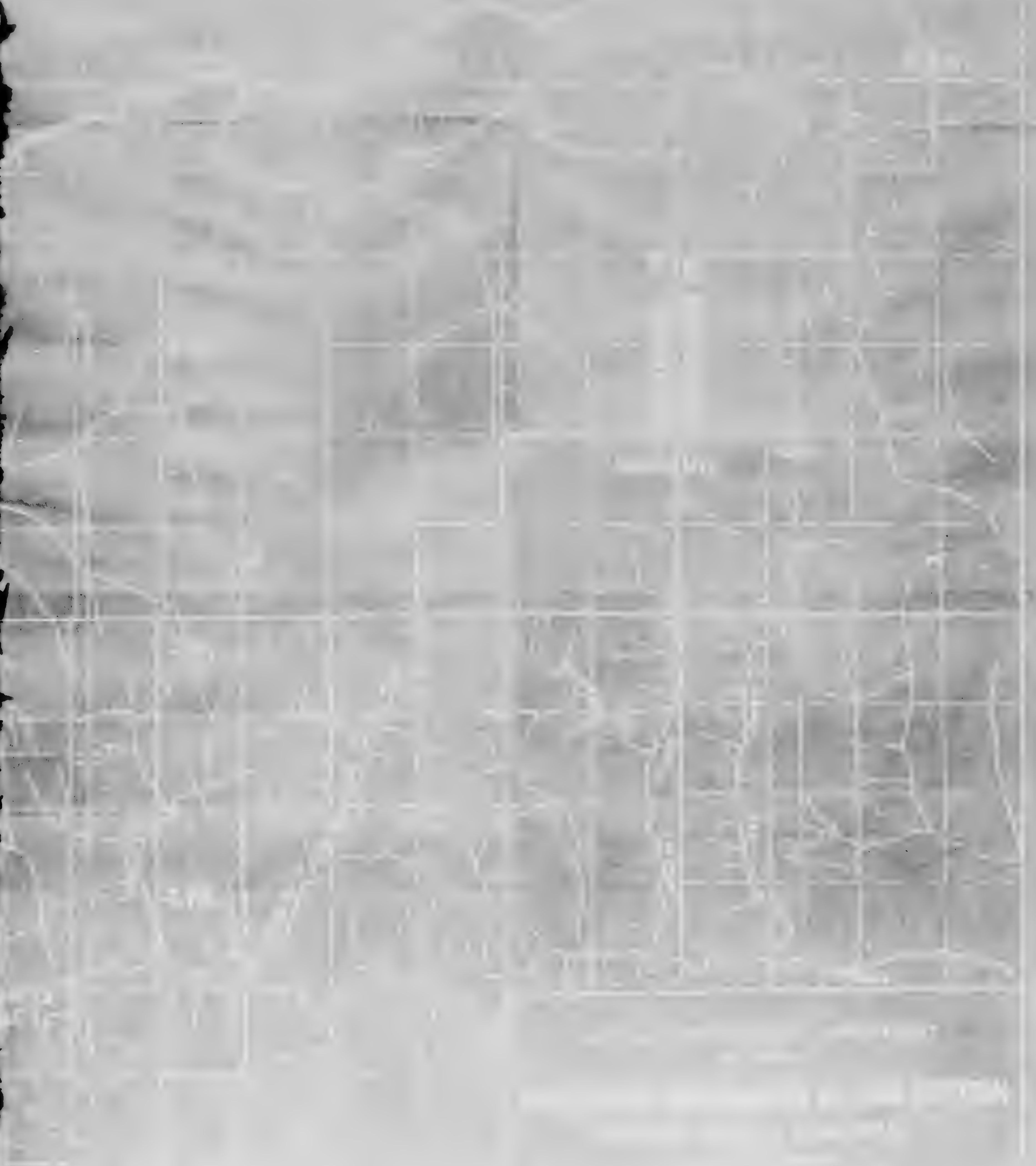




CONTRACT# 1498,

SEE:

CONTRACT# 1441,

CONTRACT#400

[illegible] : Contract [illegible]

CONTRACT#1500,

NRS 123-C   Redmond-Bend, Unit No. 3 1933
#1500

#1500

123C

July 27, 1934

National Surety Corporation,
W. B. Gilham, Agent,
Corbett Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1500 for the construction of Unit No. 3 - Redmond-Bend Section of The Dalles-California Highway in Deschutes County has been completed by the contractor, Wm. Endicott & Company, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 6, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $32,683.51 including the final payment. Of this amount $61.46 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#150

123C

July 5, 1934

Shell Oil Company,
Seattle, Washington.

Attention: A. C. Gunke.

Gentlemen:

Receipt is acknowledged of your letter of July 3rd concerning the Wm. Endicott & Company Contract No. 1500 - Unit #3, Redmond-Bend Section in Deschutes County.

Please be advised that the above contract was completed June 15, 1934 and was accepted July 2, 1934. No claims have been filed against the contract to date.

Very truly yours,

Secretary.

Dist. by J. McFarland.

SHELL OIL COMPANY

SHELL PETROLEUM PRODUCTS

SHELL BUILDING
1219 WESTLAKE AVE. NORTH
SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

July 3, 1934.

Engineer,
State Highway Commission,
Salem, Oregon

Dear Sir:

Re: Contract #1500
The Dalles-California Highway
William Endicott, Contractor

We would appreciate knowing what progress has been made on this contract, giving percentage of work finished. If this job has been completed, has it been accepted by your department. Please give us the dates. Also the total amount of liens filed.

Very truly yours,

SHELL OIL COMPANY

FJH:ET
Enc.

A. C. GUSKE
Division Credit Manager

Form 238—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 23,1934, 193

Section Redmond-Bend Unit #3

Kind of work Grading.

Highway The Dalles-California

Section prefix 9 PN 12 3C

Contractor Wm Endicott & Co.

Contract number 1500

Date of contract Sept.16,1933, 193

Date of completion June 15,1934, 193

Date work started Sept.25,1933, 193

Estimated date of completion June 15th.1934, 193

Amount of contract $33,967.25

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $33,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $1515.00, 4.6 %

Date project was completed June 15,1934, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed June 15th. John Hess in office this week on final records. Final Estimate Will be complete next week.

RECEIVED
JUN 25 1934

Signed Forrest Cooper

Address Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... **County,** ....%; .... **County,** ....%; .... **County,** ....%; .... **County,** ....%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: **Shovels** ...., **Power graders** ...., **Rollers** ...., **Mixers** ...., **Crushing or screening plants** ....,

Compressors ...., **Bull dozers** ...., **Sheet-foot rollers** ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

POST OFFICE BUILDING
PORTLAND, OREG.

FILE No. Ore. NRH 123-C

Jan. 2, 1934

Mr. R.H.Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JAN - 1934
OREGON
[illegible] MMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the _____________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. C. Caufield
Highway Engineer

Encls.

Hwy-16250

Form P. R. 2
State Oregon
Project No. NRH 123, Section C.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of November, 1933 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 1st day of November, 1927, a project statement, which was approved by the Secretary on the 7th day of January, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 28th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-seven thousand, three hundred sixty-three and 97/100 dollars ($37,363.97) as the share of the United States payable under said act on account of Section C of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is/the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 459+90, in the W. 1/2 of Sec. 26, T. 16 S., R. 12 E., W.M., and survey station 634+40 at the north end of Sec. B of said project, in the N. E. 1/4 of Sec. 9, T. 17 S., R. 12 E., W.M.

, length 3.304 miles, in Deschutes County, being Section C of Oregon National Recovery Highway project No. NRH 123, consisting of 3.304 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known locally as the Redmond-Bend section of The Dalles-California Highway, between official control points Bend and Redmond.

NOV

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of National Industrial Recovery Act,
(Include amount, date, and citation of

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of thirty-seven thousand, three hundred sixty-three and 97/100 dollars ($37,363.97), certified to the Secretary of the Treasury as above mentioned, which/ is ~~does~~ ~~not exceed the authorized Federal pro rata share of~~

the
~~dollars ($), the~~/ approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of thirty-seven thousand, three hundred sixty-three and 97/100 dollars ($37,363.97), certified to the Secretary of the Treasury as above mentioned, which is xxxxxx

---

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 12 day of December, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~xxxxxxxxxxxxxxxxxxxxx~~
By
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [illegible] 123-C, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 37,363.97 as the total estimated cost of said project, and the sum of $ 37,363.97 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal~~/ total ~~pro rata share of said total~~/ estimated cost.

Done at the city of Washington, this .... day of December one thousand nine hundred and thirty-three

Secretary of Agriculture
By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1926 8—4829

123C

November 27, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

It has just come to our attention that no reply has been made to your letter of August 28th, inquiring as to our plans for the grading, surfacing and bridge construction work necessary to bring to completion the section of The Dalles-California Highway which is between Redmond and Bend.

All of the work necessary to complete the Redmond-Bend Section is included in the program of highway improvement work for which the State is shortly to request a P. W. A. loan under the provisions of the National Industrial Recovery Act.

If this loan should not be received, the work will have to be financed with state and federal aid funds as such funds become available, in which event the completion work might have to be extended over a period of several years.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

August 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRH 123-C, Unit 3 of the Redmond-Bend section of The Dalles-California Highway, 3.304 miles of grading, have today been recommended for approval. This is your authority for advertising.

When submitting the agreement estimate, please give us the best available information concerning the probable date of contract for the three bridges included within the length of this project, when surfacing will be placed, and also the probable date of completion of the grading of the remainder of the new alignment between Bend and Redmond.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Form 338—4M—10-32

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

Federal Aid Emergency Project

For Week Ending November 25th.1933

Section Redmond-Bend

Kind of work Grading

Highway The Dalles-California

Section prefix 9 PN

Contractor Wm. Endicott & Co.

Contract number 1500 123-C

Date of contract Sept.16th.1933

Date of completion May 31,1934

Date work started Sept 25th.1933

Estimated date of completion May 31,1934

Amount of contract $33,967.25

Per cent of time elapsed 27 %

Estimated cost of completed project, exclusive of engineering $33.900.00

Per cent of contract completed, based on total contract price 16 %

Engineering costs to date $380.00, 1 %.

Date project was completed ...., 193...

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

Contractor finished excavating rock cut at Station 461 (North end of job) this week. Compressor working at Station 536 No other activity this week. Contractor now has all rock cuts moved from North end of job (Station 459/90) to Station 490; all rock cuts drilled and shot up to Station 530 and all drilling done to Station 535. Contractor will Start Monday to complete embankments with detached common borrow.

Clearing practically complete on this job.

Survey crew on this job two days on finishing stakes and remeasurement.

Forrest Cooper

Resident Engineer.

RECEIVED
NOV 2[illegible] 1933

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.3				
Miles partially completed	0				
Miles completed	0				
Total estimated quantities	71,600				
Estimated quantities moved or placed to date	6,100				
Average daily quantities	100 This week 87 since starting of job.				
Average daily quantities necessary to complete project on time	350				
Number shifts per day	2				
Hours per shift	5				
Average force on project for week	27				

Percentages of men employed on contract to be secured from: **Bend Employment Agency.**

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	26					1	27
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power Graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors 2, Bull dozers 1, Sheep-foot rollers ...., Trucks 2, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy Rain		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

123C

November 23, 1933

Mr. K. D. Lytle
Highway Division Engineer
Bend, Oregon

Dear Sir:

Our contract with Mr. Endicott, for grading work on the Redmond-Bend Section calls for approximately 100 feet of siphon pipe, and the specifications provide that this pipe is to have soldered joints and is to be asphalt-coated.

It now develops that if asphalt coating is applied to a soldered pipe the solder is melted. It, therefore, appears advisable to omit the asphalt coating, and we have so instructed the pipe manufacturer. We are calling this to your attention so that when the pipe is delivered you will not expect the same to be asphalt-coated. The difference in cost is so slight that no adjustment with the contractor will be required.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

123 C

November 2, 1933

Wm. Endicott & Co.
Redmond
Oregon

Gentlemen:

We are today forwarding by express an executed copy of contract No. 1500 awarded to you by the State Highway Commission for the grading of Unit No. 3 of the Redmond-Bend Section of The Dalles-California Highway in Deschutes County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jn

123C

October 13, 1933

RECEIVED
OCT 16 1933
OREGON
STATE HIG[illegible]MISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

Attention Mr. H. G. Smith

Dear Sir:

We have at hand your letter of October 10th relative to a Price Agreement we prepared covering the change in location of one of the designated borrow pits on Unit #3 of the Redmond-Bend Section.

Our letter to your office dated October 5th had thereto attached a description of the new pit site to be used in preparing the "Lease for Road Materials" form to be executed by Mrs. Alt.

As to the written agreement with Mrs. Alt covering the change in location of the pit sites. The contractor will not wish access to this pit for two or three months and it was our thought that the deed to Mrs. Alt and the lease forms could be prepared and executed long before the contractor would be ready to enter upon the land. The legal department has not as yet approved our plan for the exchange and after noting the above facts and the information contained in a copy of our letter to Mr. Devers, attached, you still desire a written agreement with Mrs. Alt, please advise and we shall secure it at once.

Yours very truly

K. D. Lytle
Division Engineer

By

W. O. Widdows

wow/c
encl.

Endicott & Gillam [illegible]
10/13. - bond will be
forthcoming Monday 16th

Redmond Ore 10/11 83

123 C

State Highway Com.

Salem Ore

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

Gentleman

Regarding your Letter of the 11th I Rec. the four copies of the contract and signed some and sent them to The National Surety Corp. at Portland they stalled around a few days notified me of something being Rong I went to Portland and supposed had it all fixed to sent them did not Know any Diferent untill this P.M. so am going again to Portland to try and arange things O.K. Which I think can do as tomorrow is a Holliday will be there to do it the next and let you Know from there

Very Sincerely Yours Wm Endicott

123-C

October 10, 1933

Wm. Endicott & Company
Redmond
Oregon

Gentlemen:

At its meeting held on September 18 the State Highway Commission awarded to you the contract for grading Unit No. 3, Redmond-Bend Section of The Dalles-California Highway in Deschutes County.

On September 19 we forwarded to you by express four copies of the contract agreement and bond covering this project for your acceptance and execution. They have not been returned to us to-date. I wish to call your attention to the clause in the proposal form which reads as follows:

> "If this proposal shall be accepted and the undersigned shall fail to or neglect to contract as aforesaid, and to give bond in the amount specified, with surety satisfactory to the State Highway Commission within ten (10) days (not including Sunday), from the date of receiving from the State Highway Commission the contract prepared and ready for execution, the State Highway Commission may, at its option, determine that the bidder has abandoned the contract, and thereupon forfeiture of the security accompanying his proposal shall operate and the same shall be the property of the State Highway Commission."

Please advise us by return mail what your intentions are concerning this contract.

Very truly yours

Secretary

HBG:AJ

Redmond Ore 10/1 33

123-C

State Highway Com.

Salem Ore

Replying to your letter of Sept. 28 Inregards to State Compensation this is the first Job that the company have taken and we are expecting to work under the State compration, no thought of any thing els

I have always did that wheather working for privet conserns or the State

Yours Very Truly

Wm Endicott & Co.
by Wm Endicott.

RECEIVED
OCT 2 - 1933
OREGON
STATE HI [illegible]

123-C

October 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention ~~Mr~~. H. G. Smith

Dear Sir:

Attached is a Price Agreement on Unit #3 of the Redmond-Bend Section, covering the change in location of one of the designated borrow pits.

The owner of the land the borrow pit is located on, Mrs. A. L. Alt, prefers the material be taken from the newly designated pit and the contractor readily consented as it will shorten the haul and be easier to excavate.

Yours very truly

K. D. Lytle
Division Engineer

By

W. O. Widdows

NOTED
Asst. State Highway Engineer
1933

wow/c
encl.

123-C

September 26, 1933

Mr. Robert W. Sawyer
Bend, Oregon

Dear Sir:

In response to your communication of September 18 with relation to additional work on the Bend-Redmond project, will advise that I endeavored to see you personally while I was in Bend Friday morning, but you were out of town.

The amount allocated to this project was $44,000. The work was contracted for $33,967.25. The allocation included 10% for engineering and contingencies which, when added to the contract price, would total an amount budgeted for the job equal to $37,364.00. This leaves a balance of approximately $6,600 under the original estimated amount.

We have at the present time let contracts for $1,634,000. The contract price plus 10% exceeded the budgeted amounts by $55,000 or approximately 3-1/3%. The last letting of about $600,000 was approximately 3% under the budget, most of the overrun being caused by prices received on the first letting of $1,000,000.

You, of course, realize that the sum allocated to Oregon of approximately $6,400,000, including the public lands funds, is the maximum that we can receive based on the present arrangement; therefore, we must wait until the entire program is contracted before any re-allocation of funds to the various projects can be made.

I am hopeful that we will be able to let the work and have a slight surplus, but it is quite possible that we will not be able to let all the projects with the funds available, and to this end have made a very careful selection of priority projects. You may rest assured that the Bend-Redmond project will receive careful consideration should there be a surplus of funds.

In all probability difficulty will be experienced in the preparation of plans for the early expenditure of approximately $3,300,000,000 on meritorious public works projects other than highway construction, and as soon as we have our projects contracted, which will be about the first of the year, I believe that the Administration's attention should again be called to the rapidity with which highway construction can be carried on through the coordinated action of the Bureau of Public Roads and the several states. While attending the conference of the American Association of State Highway Officials at Milwaukee on October 11, I will endeavor to have resolutions to this effect passed and lay plans for the presentation of the Association's request to the Administration in the next Congress. There is no reason why we cannot contract as much or even more highway construction in Oregon by June 1, provided additional funds are forthcoming. I know that we can count on your aid and assistance in securing these additional funds.

Very truly yours

State Highway Engineer

RHB:MI

Commercial Printing
of Fine Quality

Established 1903

Member Audit Bureau
of Circulations

THE BEND BULLETIN
Central Oregon's Most Widely Read Newspaper
BEND, OREGON

RECEIVED
SEP 20 1933
OREGON
STATE HIGHWAY COMMISSION

September 19,1933

R.H.Baldock,
State Highway Engineer,
Salem,Oregon.

Dear Sam:

I have noted the considerable reduction in the contract figure for the new Bend-Redmond job under the amount set up for the purpose and I am very hopeful that this sum,possibly with more added to it,may be used in carrying the grading over another section.

Cannot something be done toward this end?

I am the more hopeful of getting another section under contract since I have heard that in re-allocating Colton-Oddie money the percentage set up for this division has been cut.

I am glad to learn today that the commission is denying the Portland petition argued on Saturday.

Sincerely yours,

Robert W. Sawyer

33967.25
339673
$37,363.98

[illegible] 500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

123 C

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

September 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith

Dear Sir:

In connection with the grading project on Unit #3 of the Redmond-Bend Section of The Dalles-California Highway.

All of the designated independent borrow pits, with the exception of three pits, are located on Government or Carey Act land, some of which has a State Patent. We were of the opinion it was not necessary to secure leases on these sites as the land is worthless.

If you think it necessary that leases be secured, please advise at once as the contractor may wish to gain access to the pits shortly.

Yours very truly

K. D. Lytle
Division Engineer

By

W. O. Widdows

wow/c

RECEIVED
SEP 26 1933
OREGON
STATE HIGHWAY COMMISSION

September 21, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for Unit No. 3, Redmond-Bend Section, Project No. NRH-123-C.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery
Highway Proj. No. NRH-123-C

UNIT NO. 3, REDMOND-BEND SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN
DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, Sept. 20, 1933.

All Required		Clearing and Grubbing	$	$ 500.00
5,000	cu. yds.	Common Excavation	0.20	1,000.00
23,000	" "	Solid Rock Excavation	0.95	21,850.00
43,600	" "	Borrowed Embankment in Place	0.20	8,720.00
47,000	yd. sta.	Overhaul	0.01	470.00
10	cu. yds.	Class "A" Concrete	20.00	200.00
200	" "	Riprap	1.00	200.00
225	lin. ft.	12" Culvert Pipe	1.05	236.25
430	" "	18" " "	1.45	623.50
50	" "	12" Siphon Pipe	1.40	70.00
50	" "	18" " "	1.95	97.50
		Sub-total		$33,967.25
		10% Engr. & Cont.		3,396.72
		Total		$37,363.97

Length of Roadwork 3.304 miles
Cost per mile $11,308.70

National Recovery Highway Funds Requested $37,363.97

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maint: Chap. 41, laws 1927

September 19, 1933

Mr. Forrest Cooper
Resident Highway Engineer
Bend, Oregon

Dear Sir:

On the day that work is started on the Wm. Endicott & Co. Contract for the grading of the Unit No. 3, Redmond-Bend Section of The Dalles-California Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as Contract fifteen hundred, National Recovery Highway Project one twenty-three C.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

cc Mr. K. D. Lytle

123-C

September 19, 1933

Wm. Endicott & Company
Bend, Oregon

Gentlemen:

For use in connection with the Unit No. 3, Redmond-Bend Grading Project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office at No. 9 O'Kane Building, Bend, Oregon.

A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc K. D. Lytle
cc Forrest Cooper

Encl.

123-C

September 18, 1933

Wm. Endicott & Company
Redmond, Oregon

Gentlemen:

This letter is to inform you officially that at the meeting held on Saturday, September 16, 1933, the State Highway Commission awarded to you the contract for 3.80 miles of grading, Unit No. 3, on the Redmond-Bend Section of The Dalles-California Highway in Deschutes County, at the bid price submitted by you on that day.

You may consider this letter as your authority and our request to immediately start construction operations. The contract forms are now in preparation and will be mailed to you for execution within the next few days.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jm

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

September 16, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 123-C, the Redmond-Bend section of The Dalles-California Highway, 3.30 miles of grading, to Wm. Endicott & Co. who submitted the low bid of $33,967.25.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

August 24, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the grading of Unit 3, Redmond-Bend Section, Project No. NRH-123-C. Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-123-C

UNIT NO. 2, REDMOND-BEND SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN
DESCHUTES COUNTY

(Estimate to accompany grading plans. Not as basis for project agreement.)

Salem, Oregon, August 24, 1933

All Required		Clearing and Grubbing		$ 500.00
5,000	cu. yds.	Common Excavation	$ 0.30	1,500.00
23,000	cu. yds.	Solid Rock Excavation	0.90	20,700.00
43,600	cu. yds.	Borrowed Embankment in Place	0.30	13,080.00
47,000	yd. sta.	Overhaul	0.03	1,410.00
10	cu. yds.	Class "A" Concrete	25.00	250.00
200	cu. yds.	Riprap	2.00	400.00
225	lin. ft.	12-inch Culvert Pipe	1.25	281.25
450	lin. ft.	18-inch Culvert Pipe	2.00	900.00
50	lin. ft.	12-inch Siphon Pipe	1.50	75.00
50	lin. ft.	18-inch Siphon Pipe	2.50	125.00
			Sub-total	$ 39,181.25
			10% Engr. & Cont.	3,918.12
			Total	$ 43,099.57

Length of Roadwork 3.304 miles

Cost per mile $ 13,044.60

National Recovery Highway Funds Requested...... $ 43,099.57

Division Engineer's
Estimate of Cost
Unit #3 Redmond-Bend Section

The Dalles-California Highway 3.30 Miles Grading

Clearing & Grubbing	All				$400.00
Excavation, Common	5,000	C. Y.	@	0.25	1,250.00
Excavation, Solid Rock	23,000	C. Y.	@	1.00	23,000.00
Borrow Emb. Mtl. in Place	43,600	C. Y.	@	0.30	13,080.00
Overhaul	47,000	Yd. Stas.	@	0.03	1,410.00
12" Culvert Pipe	225	Lin. Ft.	@	1.00	225.00
18" " "	430	" "	@	1.75	752.50
12" Siphon "	50	" "	@	1.25	62.50
18" " "	50	" "	@	2.00	100.00
Class "A" Concrete	10	C. Y.	@	30.00	300.00
Riprap	200	C. Y.	@	2.25	450.00
					$41,030.00

CONTRACT # 1501,
1509,

PR 182-C Middle Fork-Forest Bdry. 1933

1501
1507

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRH 182-C (1935)

Dec. 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews,
Sr. Highway Engineer

Encls.

Jon

Appr 17538

Form P. R. 2

State OREGON

U.S.Public Works Hwy. Project No. NRM 162-C (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of November, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.) approved June 16, 1933 and act approved June 18, 1934 (Public No. 393, 73rd Cong.):

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 20th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 12th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty five thousand, one hundred thirty six and 65/100 dollars ($25,136.65) as the share of the United States payable under said act on account of Section C of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 485+50 in the NW 1/4 of Section 8, T 7 S, R 31 E, W. M and survey station 693+64.81, the north end of Section B of said project at the north end of the bridge over the Middle Fork of the John Day River in the NE 1/4 of Sec. 31, T 6 S, R 31 E, W.M. (excepting therefrom the bridges, Stas. 735+27 to 735+72, Stas. 747+15 to 747+60, Stas. 849+31 to 849+92, and Stas. 855+12 to 855+57), length 4.208 miles, in Grant County, being Section C of Oregon U.S.Pub.Wks.Hwy. project No. NRH 182 / (1935), consisting of 4.208 miles of roadway and no bridges of more than 20 feet clear span, known locally as the Pendleton-John Day Highway, between official control points Nye and a point on Federal Aid Road No. 5 near John Day.

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds apportioned under the act of June 18, 1934.
(Include date and citation of act of legislature by which authorized)

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of Dec., 1934

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of twenty five thousand, one hundred thirty six and 65/100 dollars ($25,136.65), certified to the Secretary of the Treasury as above mentioned, which [redacted] [redacted] is [redacted], the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 245, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of twenty five thousand, one hundred thirty six and 65/100 dollars ($25,136.65), certified to the Secretary of the Treasury as above mentioned, which

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of Dec, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads

8—3518

Form P.R. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Hwy. Project No. [illegible] 1[illegible]-C (1935) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $25,136.65 as the total estimated cost of said project, and the sum of $25,136.65 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal percentage of~~ is said total estimated cost.

Done at the city of Washington, this 4th day of December one thousand nine hundred and thirty-four

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

RECEIVED
NOV 18
BUREAU OF PUBLIC ROADS
DIVISION OF DESIGN

U. S. GOVERNMENT PRINTING OFFICE: 19[illegible] 8—4520

October 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Middle Fork-Forest Boundary Section, Project No. NRH 182-C (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRH 182-C (1935)

MIDDLE FORK-FOREST BOUNDARY SECTION OF THE PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 18, 1934

2,000	cu. yds.	Removing Slide Material	$0.35	$ 700.00
4,000	yd. mi.	Hauling Slide Material	0.12	480.00
7,600	cu. yds.	Base Materials in Surfacing	1.47	11,172.00
5,600	" "	Top " " "	1.47	8,232.00
600	" "	Screenings in Surfacing	1.40	840.00
750	" "	Filler	0.25	187.50
5,000	yd. mi.	Hauling Filler	0.10	500.00
370	M-Gals.	Sprinkling	2.00	740.00
			Sub-total	$22,851.50
			10% Engr. & Cont.	2,285.15
			Total	$25,136.65

Length of Roadwork 4.208 miles
Cost per mile $5,973.53

NRH Funds Requested- $25,136.65

State Funds for Construction: Chap. 175, laws 1917; Chap. 41, laws 1920
" " " Maintenance: Chap. 41, laws 1927

#1509

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

October 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works highway project NRH 182-C (1935), Middle Fork-Forest Boundary section of the Pendleton-John Day Highway, to Wren & Greenough, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jem

#1509

182C

September [illegible], 1934

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1509 for the construction of bridges over the John Day River and Granite Creek on the Pendleton-John Day Highway in Grant County has been completed by the contractors, Myers & Coulter, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 28, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $41,663.11 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1934

RECEIVED
[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S. Public Works project NRH 182-C (1935), the Middle Fork-Forest Boundary section of the Pendleton-John Day Highway, 4.208 miles of crushed rock surfacing, have today been recommended for approval. This is your authority for advertising.

Presumably the importance of this road is such that the early construction of a dustless oil-treated surface will be justified. Please advise us of your intentions in this regard.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

#1501

182

August 15, 1934

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1501 for the construction of the Middle Fork-Forest Boundary Section of the Pendleton-John Day Highway in Grant County has been completed by the contractors, Myers & Coulter, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 25, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $77,145.85.

Very truly yours,

Secretary.

Dict. by J. McFarland.

August 9, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Middle Fork-Forest Boundary Section, Project No. (1935) NRH 182-C.

Five blueprint copies of revised summary sheet and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. (1935) NRH 182-C

MIDDLE FORK-FOREST BOUNDARY SECTION OF THE PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany surfacing specifications. Not as basis for project agreement.)

Salem, Oregon, August 9, 1934

2,000	cu. yds.	Removing Slide Material	$ 0.40	$ 800.00
4,000	yd. mi.	Hauling Slide Material	0.12	480.00
7,600	cu. yds.	Base Materials in Surfacing	1.55	11,780.00
5,600	" "	Top Materials in Surfacing	1.55	8,680.00
600	" "	Screenings in Surfacing	1.55	930.00
750	" "	Filler	0.40	300.00
5,000	yd. mi.	Hauling Filler	0.12	600.00
370	M-Gal.	Sprinkling	2.00	740.00
			Sub-total	$ 24,310.00
			10% Engr. & Cont.	2,431.00
			Total	$ 26,741.00

Length of Roadwork	4.208 miles
Cost per mile	$ 6,354.80

National Recovery Highway Funds Requested........................ $ 26,741.00

FORM 8-12-1 12331 800 1-34
[redacted]
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1E2C

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 6, 1934.

RECEIVED
IN REPLY PLEASE
REFER TO FILE NO.
AUG 7 - 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

As requested in your letter of August 3rd I am furnishing herewith data on slide removal on the Long Creek-Forest Boundary Surfacing Project, Pendleton-John Day Highway in Grant County.

There are only three slides on the entire project at the present time although it is of course possible that additional slides might develope before the project is surfaced. The slides as at present are as follows:

Slide No. 1: - Station 622 to station 623+50, approximately 2500 cubic yards of this material to be used for rock shoulders.

Slide No. 2: - Station 642 to station 645, approximately 3500 cubic yards, a portion of this material to be used for rock shoulders and the balance to be used in widening embankments between station 630 to 647.

Slide No. 3: - Station 900 to station 902, approximately 2000 yards, this material unsuitable for rock shoulders and to be used in embankment widening between stations 895 to 910.

On the Flowers Gulch-Long Creek Section there are no slides. Approximately 1500 yards of slide material will be required for shoulders with 12,000 yard miles haul.

On the Middle Fork-Flowers Gulch Section there are 6,000 yards of slides. 500 yards will be required for rock shoulders and the haul will be 6,000 mile yards.

[illegible] COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

On the Forest Boundary-Middle Fork Section there are 2,000 yards of slide. Approximately 1200 yards will be required for shoulders and the haul will be 4,000 mile yards.

In addition to the disposal of the material as above stated, the contractor should provide a clause that the material should be hauled to any portion of the project for raising embankment if required. Some slight settlement has already taken place on some of the fillsand before the next winter is over it is possible that additional settlement will occur requiring the building up of certain embankments.

Very truly yours,

W C Willia

Division Engineer.

WCW:OG

cc R. H. Baldock.

FORM [illegible]

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

182C

August 3, 1934

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

On the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway, your estimates shows "8,000 cubic yards slide removal and 12,000 yard miles slide removal haul."

As this section covers three sections previously constructed, it is necessary to submit a separate summary for each of the three sections. Will you please advise immediately the amount of slide removal and haul on each section. It will not be necessary to measure the slides in field but they should be estimated as accurately as possible. If the slides occur over a small portion of the section we would like to have the limits by stations. If any of the slides contain several hundred yards, we should have the location by station and the approximate limits over which the material will be disposed of. This information should be placed on the profile for convenience of the contractor and we will appreciate having it as soon as possible.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

R. C. Smith,
Construction Engineer.

Dictated by
Chas. E. Lee
H.

CC to
R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 5-M-1 15001 500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 19, 1934.

(1)

IN REPLY PLEASE
REFER TO FILE NO. [illegible]

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention Mr. H. G. Smith:

Dear Sir:

Grading work on the Forest Boundary-Middle Fork section of Pendleton-John Day Highway, in Grant county, was completed at a cost of $14,534.67 under the project authorization. This underrun resulted from the following reasons:

Approximate $9,000.00 was the underrun on the contract amount, and $5,400.00 on the engineering and contingency allocation. The $9,000.00 underrun in contract quantities resulted mainly from the saving of $8,300.00 in excavation quantities. This saving was due to slightly larger swell on rock materials than was anticipated, which decreased the amount of borrow. The major portion of the saving, however, resulted from the fact that the 10% extra allowance was not required.

The decrease in borrow materials resulted in a slight overrun in both overhaul and truck haul items. Rip rap was not used as sufficient large rock was available from roadbed excavation to adequately protect embankments.

The 12" pipe on the job was used for road approaches, but it was not found necessary to construct as many road approaches as were called for in the plans, hence the underrun on 12" pipe. The underrun on 18" pipe resulted from our ability to decrease the length of each pipe slightly by moving the location, which made an appreciable underrun for this item.

Very truly yours,

W C Willia

Division Engineer.

[illegible] V

cc Mr. Baldock. ✓

FORM 5-A-1 13740 10M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

178

OREGON STATE HIGHWAY COMMISSION

SALEM

July 18, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

We have received the semi final estimate and supporting records for the Forest Boundary-Middle Fork Section, Pendleton-John Day Highway in Grant County, and it is noted that the project under run $14,554.67 under the project authorization.

of each item.

Will you please send us a detailed explanation, giving the reasons for the under run or over run as the case may be. The Bureau of Public Roads requires this explanation and we therefore wish you to advise your resident engineers to submit this explanation of over runs and under runs on each project, with the final records on each project.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

Form [illegible]—4M—9-33.

182 C

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 6 1934, 193

Section Forest Boundary - Middle Fork

Kind of work Grading

Highway Pendleton - John Day

Section prefix 12 PJ

Contractor Myers & Goulter

Contract number 1501

Date of contract September 16 1933, 193

Date of completion July 31 1934, 193

Date work started October 7 1934, 193

Estimated date of completion July 10 1934, 193

Amount of contract $ 86062.00

Per cent of time elapsed 93 %

Estimated cost of completed project, exclusive of engineering $ 80000.00

Per cent of contract completed, based on total contract price 99 %

Engineering costs to date, $ 2320.00, 3 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The entire force has spent all of the past week on the finishing. That work will be completed by Monday or Tuesday of next week.

All of the contractors heavy equipment has been removed from the job - the last of it having been moved the forepart of this week. The only grading equipment on the job now is one small caterpillar and a grader.

W.C.Williams, Division Engineer, made his final inspection of this work last Tuesday, July 3rd.

Resident Engineer.

RECEIVED
JUL 9 - 1934
OFFICE OF
CONSTRUCTION ENGINEER

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.25				
Miles partially completed	4.25				
Miles completed	3.50				
Total estimated quantities	135000				
Estimated quantities moved or placed to date	135000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	26				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Grant COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	22				1	3	
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN [illegible] 1934

Long Creek Oregon
June 4 1934

NOTED
State Highway Engineer

Mr.R.H.Baldock
State Highway Engineer
Salem Oregon.

Attention S.H.Probert

Dear Sir,

Referring to yours of June 1st, regarding underpayment of one Dewey Tanler, laborer, as shown on the payroll submitted by Myers & Goulter on project N.R.H. 182-C, contract No. 1501.

I have investigated the matter and found, contrary to the payroll submitted, that Mr Tanler received the full amount - $ 88.00, less $ 2.00 hospital dues - due him for labor performed during the month of April.

On April 17th, he was paid by contractors check # 1689 in the amount of $ 37.60 and on May 2nd, he was paid by contractors check # 1794 in the amount of $ 48.40, making a total of $ 86.00 for the month of April. I have seen both of the above checks since their cancellation by the bank.

The error on the payroll was apparently a typographical error only and was not picked up in this office.

Very truly yours,

JBWeaver

Resident Engineer.

cc
R.H.Baldock ✓
H.G.Smith
W.C.Williams

FORM 5-B-1 14793 1900 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

PR-18 2C

May 16, 1934.

Mr. Edward E. Davis,
Oakridge, Oregon.

Dear Sir:

Receipt is acknowledged of your communication of May 10, in reference to your claim for overtime from Myers & Coulter on the Long Creek job.

We regret the delay in answering your letter but it was necessary to have our engineer in charge of construction in that district make a very careful investigation.

We are now in receipt of his report which states that you were discharged on March 14, at which time you were given a check for $250.00 as your share of the anticipated profits. His investigation also discloses the fact that you signed a statement before a notary public in which it was stated that you had been paid in full for all services rendered.

Our investigation also discloses that there was some question about reporting overtime during the early portion of this job, but that our engineer, Mr. Redfield, discovered the oversight and informed the contractor that all overtime must be placed on the payroll and would have to be supported by a letter of explanation before estimates could be allowed. Since that time all overtime has been handled in this way.

In the case of Mr. John Bathurst, we find that it is true that he was falsely registered, but we also find that our engineer, Mr. Redfield, called this matter to the attention of the Portland office of the National Reemployment Service, with the request that they investigate the man's status. This was done and he was discharged under date of April 4.

From the foregoing, therefore, it would appear that any conditions which were in any way a violation of the labor provisions of the contract were immediately called to the attention of the contractor and corrected. It would also appear from the record that we have no way of substantiating your claim for 276 hours overtime.

We regret that we are not able to assist you in this matter. Under the law, the jurisdiction of the State Highway Department engineers only extend to the enforcement of the specifications as regards workmanship and materials and the enforcement of the labor provisions set forth in the National Recovery Act. A claim such as yours is completely without our jurisdiction, and the only way in which such a matter can be investigated further is through the State Labor Commissioner, Mr. Gram. If you decide to present this matter to Mr. Gram we shall be very glad to give him all the information in our possession and assist him in every way in making his investigation.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc Mr. Baldock

FORM 2-47 1933 10M 12-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

182C

OREGON STATE HIGHWAY COMMISSION

SALEM

March 14, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. Y. Erlandson,
R. F. D. #1, Box 221,
Edmonds, Wash.

Dear Sir:

We have had a thorough investigation made of your claim for additional over time as cook on the Myers-Goulter contract on the Pendleton-John Day Highway. We find that during the months of October, November and December, that an average of 11 men ate at this camp. The men were working a five day week and as a large part of them were local men they would leave the camp on Saturday and Sunday. It has been revealed from conversation with three other cooks, one man should be able to cook for 11 men without working over 11 hours per day. It is also noted from your time statement that in most cases you have shown the same number of hours worked on Saturday and Sunday, even tho there were less men to cook for.

We find that your salary was 57.5% of the total taken in by the contractor for board and lodging during the time you worked. This includes 96 extra meals at 55¢ each.

From these facts we believe that you have been amply paid for your labors, namely 55¢ per hour for 11 hours per day.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓

182C

March 8, 1934

Mr. S. Y. Erlandson
R. F. D. #1, Box 221
Edmonds, Washington

Dear Sir:

I am referring your letter of March 1, regarding an adjustment of wages which you claim to be due you from Myers & Goulter, to the engineer in charge for investigation and report, after which you will be advised.

Very truly yours

State Highway Engineer

RHB:HI

cc H. G. Smith

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon USPW Project
No. NRH-182-C

Mar. 5, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered Fxxxxxxxxxproject.

Very truly yours,

W. H. LYNCH
District Engineer

By JFCameron
J. F. Cameron
Asst. Highway Engineer

Encl.

Hyp. 17538

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRH-182, Section C.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of February, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 8th day of September, 1932, a project statement, which was approved by the Secretary on the 20th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 30th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred eight thousand, nine hundred seven and 70/100 dollars ($108,907.70) as the share of the United States payable under said act on account of Section C of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.** (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 485+50 in the NW¼ of Section 8, T 8 S, R 31 E, W.M., and survey station 699+64.81 the north end of Section B of said project at the north end of the bridge over the Middle Fork of the John Day River in the NE¼ of Section 31, T 8 S, R 31 E, W.M.,** length **4.245** miles, in **Grant** County, being Section **C** of **Oregon U.S.Public Works** project No. **NRH-182**, consisting of **4.208** miles of roadway and **four** bridges, each of more than 20 feet clear span, **0.037** of a mile in length**, known locally as the Middle Fork-Forest Boundary Section of the Pendleton-John Day Highway (F.A.Route #30) between official control points Nye and a point on Federal Aid Route No. 5 near John Day.**

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 113.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of one hundred eight thousand, nine hundred seven and 70/100 dollars ($108,907.70), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~[illegible]~~

~~[illegible]~~ is ~~xxx~~, the approved total estimated cost of Section C of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

STRICKEN OUT

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section G of said project shall not in any event exceed the sum of one hundred eight thousand, nine hundred seven and 70/100 dollars ($ [illegible]), certified to the Secretary of the Treasury as above mentioned, which

---

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 21st day of February, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

ting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRH-163-C, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 108,907.70 as the total estimated cost of said project, and the sum of $ 108,907.70 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 21st day of February one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: 1933 3—4330

By

Acting Chief, Bureau of Public Roads

182-C

January 31, 1934

Mr. Earl B. Moore
Attorney
John Day, Oregon

Dear Sir:

In reply to your communication of January 13, with reference to the matter of labor on the contract held by Myers & Coulter, advise that, at considerable expense and time, we have run down all the complaints that you mention and have found that they were erroneous. I note that a correction was made in the Blue Mountain Eagle in reference thereto.

Herewith quotation from Mr. Williams' report:

"Referring specifically to that part of the Blue Mountain Eagle article which stated the following men had been discharged, Alfred Blackwell, Virgil Allen, Jack McMann, Ford Sloan, Archie Sweek, Happy Cork and Rodney Moore; not one of those men was discharged as they all were laborers employed on clearing work or other types of work which could not be carried on during the winter months, and they were laid off until the services of additional laborers were required. Several of these men are now back on the job and probably all of them will be employed when weather conditions permit finishing work to be carried on.

"One man, Ed. Dotson, who was a member of the delegation going to John Day, was discharged and with sufficient cause. He was capable of doing a day's work but would not do so. I think he is perhaps the one who is causing most of the commotion.

"During the entire progress of the Meyer & Coulter contracts only three men have been discharged, all three being laborers who would not work satisfactorily and these men were all replaced with laborers from Grant County. Every laborer on the job is from Grant County, the only men from outside

Mr. Earl B. Moore - 2 January 31, 1934

Grant County being skilled workers whom the Federal Employment agency was unable to furnish from the county. At the present time there are eight bridge carpenters from Portland, but before these men were imported every effort was made both by the contractors and the Federal Employment Agent to secure the men in Grant County. When they were unable to do so, men were secured from Multnomah County property certified by the Federal Employment Agency. This is no violation of the contract which specifically states that if men are not available within the county, they may be secured elsewhere."

Very truly yours,

State Highway Engineer

RHB:HI

-33
MISSIONERS
SLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 30, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R.H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

We are returning herewith report from Mr. Williams regarding the employment conditions on the Myer & Goulter contracts in Grant County.

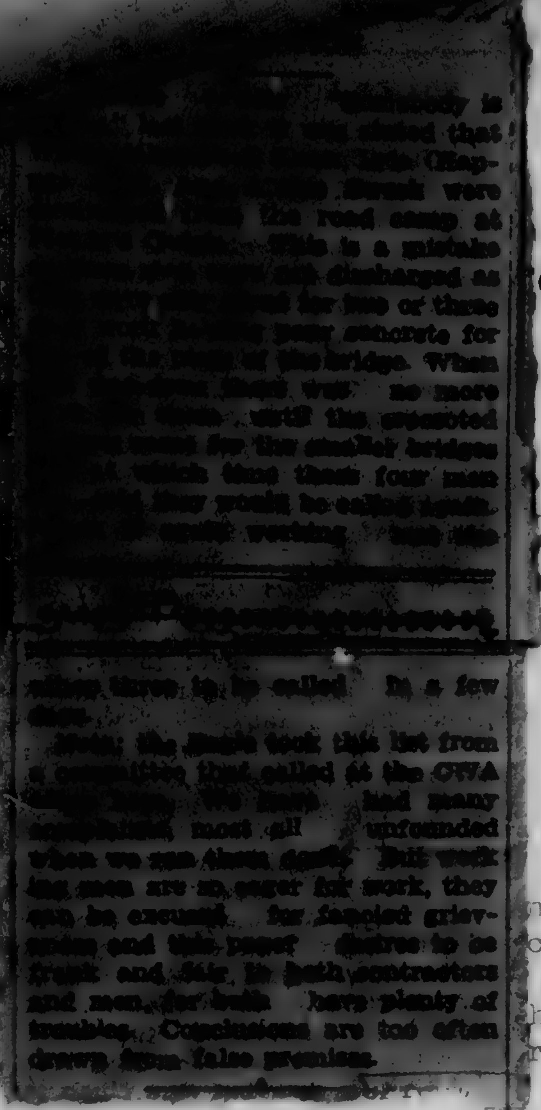
We are also returning Mr. Moore's letter and clippings from the Blue Mountain Eagle.

Yours very truly,

H G Smith

H. G. SMITH,
Construction Engineer.

Dictated by
Chas. E. Low
H.



[illegible] is [illegible] was stated that [illegible] (Hap-[illegible] Sweek were [illegible] the road camp at [illegible] Creek. This is a mistake [illegible] discharged as [illegible] for two or three [illegible] pour concrete for [illegible] the piers of the bridge. When [illegible] there was no more [illegible] until the expected [illegible] for the smaller bridges [illegible] which time these four men [illegible] they would be called again. [illegible] working [illegible]

other three to be called in a few days.

Note: the Eagle took this list from a committee that called at the CWA [illegible] We have had many complaints, most all unfounded when we ran them down. But working men are so eager for work, they can be excused for fancied grievances and this paper desires to be frank and fair to both contractors and men, for both have plenty of troubles. Conclusions are too often drawn from false premises.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

GON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 2

RECEIVED
JAN 2 1934
OFFICE OF
CONSTRUCTION ENGINEER

IN REPLY PLEASE
REFER TO FILE NO.

dock
Engineer

Attention: Mr. H. G. Smith

I have made a complete investigation of employment n the Meyer & Coulter contracts in Grant County, and I find ort in the Blue Mountain Eagle to be founded on no truth In fact within a few days after the article was published he men mentioned as being discharged, voluntarily went to r office and stated that they had not been discharged and to this effect was made in the Blue Mountain Eagle of January 19th, a clipping of this correction is enclosed herewith.

Mr. Earl B. Moore, Attorney of Grant County, who submitted the clipping, together with a letter of criticism, made no attempt to verify the correctness of the report as he did not interview any of the men or go to Long Creek. If he had made a trip to Long Creek and investigated conditions on the ground I am quite sure he would never have written the letter.

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One man, Ed. Dotson, who was a member of the delegation going to John Day, was discharged and with sufficient cause. He was capable of doing a day's work but would not do so. I think he is perhaps the one who is causing most of the commotion.

During the entire progress of the Meyer & Coulter contracts only three men have been discharged, all three being laborers who would not work satisfactorily and these men were all replaced with laborers from Grant County. Every laborer on the job is from Grant County, the only men from outside Grant County being skilled workers whom the Federal Employment agency was unable to furnish from the county. At the

SCOTT, CHAIRMAN, PORTLAND
WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 2[illegible]

RECEIVED
JAN 2[illegible] 1934
OFFICE OF
CONSTRUCTION ENGINEER

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I have made a complete investigation of employment conditions on the Meyer & Coulter contracts in Grant County, and I find the news report in the Blue Mountain Eagle to be founded on no truth whatsoever. In fact within a few days after the article was published several of the men mentioned as being discharged, voluntarily went to the newspaper office and stated that they had not been discharged and a correction to this effect was made in the Blue Mountain Eagle of January 19th, a clipping of this correction is enclosed herewith.

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-33
MISSIONERS
ESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

present time there are eight bridge carpenters from Portland, but before these men were imported every effort was made both by the contractors and the Federal Employment Agent to secure the men in Grant County. When they were unable to do so, men were secured from Multnomah County property certified by the FederalEmployment Agency. This is no violation of the contract which specifically states that if men are not available within the county, they may be secured elsewhere.

In replying to Mr. Earl B. Moore, I would suggest that emphasis be placed on the fact that the contractors are complying very strictly with the terms of their contract, and such letters of criticism as written by him are totally unwarranted. They cause considerable work for persons responsible for running down the truth of such charges, and when there is not the least basis for the preferring of such charges, the matter ceases to be in line with good sense or judgment.

Very truly yours,

WCWilliams

Division Engineer.

WCW:CG
Encl.
cc R. H. Baldock

mebody is Wrong

Delegation from Long Creek claim Grant county Men are being laid off for outsiders

PRESENT LIST OF FIRED

They claim that men on the Road job must be selected from the county unemployed through PWA ......

Somebody is wrong.

There is either a lot of Grant county people wrong or the road and bridge contractors working north of Long Creek are wrong.

But somebody is wrong.

Grant county men are being discharged from the works and their jobs taken by imported labor, contrary to the regulation of the PWA.

Just recently the following Grant county men were discharged:

Alfred Tanler, Ed Weisenfluh, Gilman Shaw, Gerald Shaw, Waldo Allen, Monroe Blackwell, Virgil Allen, Jack McMann, Ford Sloan, Archie Sweek, Happy Cork and Rodney Moore.

Why?

That's what the people of Grant county want to know. Why?

The following delegation were here Monday to find out why:

Bert Dale, Ed Dotson,, Ed Weisenfluh, Jack Gates, Alfred Tanler, Dewey Tanler, Geo. Tanler.

An indignation meeting was held and this committee was delegated to find out why Grant county men were being discriminated against as they were being dismissed and imported labor put on the job. This is true of the bridge gang.

Is the PWA just BUNK or was it designed to give employment to local labor? That's why the delegation appealed to P. W. McRoberts here Monday. They want to know; they have right to know because this work is done with public money and regulations prescribed by the government through the PWA. Over 500 men registered in Grant for public work. The lists of labor were to be drawn from this list. The first have to be taken from the list of those getting public help. The second half, first, veterans with dependants, and next those whom the committee might deem the most needy, but they were to come from the list of the Grant county unemployed and then the Grant county men are discharged and their places filled with imported labor. The delegation that was here had a full list of all who are employed on the works and those who had been discharged.

Somebody is wrong, and it will be up to the contractors to show that they are in the clear or the rumpus will spread and if the government gives injustice a clean bill of health, it will make the PWA something to giggle over.

Who is wrong?

The workmen are ready to submit their case.

January 17, 1934

C. Williams,
on Engineer,
ande, Ore.

Sir:

The attached is a copy of a letter from
. Moore, of John Day, and a copy of a clipping from
e Mountain Eagle relative to labor on the Meyer &
r contract. Will you please investigate and report
indings immediately.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
H. G. SMITH.

ed by

E. Low

Baldock

OREGON STATE HIGHWAY COMMISSION

January 17, 1934

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

The attached is a copy of a letter from Earl B. Moore, of John Day, and a copy of a clipping from the Blue Mountain Eagle relative to labor on the Meyer & Coulter contract. Will you please investigate and report your findings immediately.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
H. G. SMITH

Dictated by

Chas. E. Low
H.

CC to
R.H. Baldock

ONERS
LIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 15, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
Office

Dear Sir:

Please look into this matter and advise me at your early convenience in order that I may reply to Mr. Earl B. Moore of Grant County.

Very truly yours,

State Highway Engineer

Dictated by Mr. Baldock,
signed in his absence.

RECEIVED
JAN 16 1934

Earl B. Moore
LAWYER
GRANT COUNTY
JOHN DAY, OREGON

January 13, 1934

State Highway Commission
Salem, Oregon

Gentlemen:

Reference is made to the matter of the labor on the contract held by Meyer & Goulter.

I am enclosing a clipping from the Blue Mt. Eagle. This matter is getting rather "warm" around here, and if you would look into the matter and chase down the merits of it according to the law, I think it would save considerable criticism.

You understand, there is quite a sentiment against hiring outside people. My understanding of the matter is that there would be no justification in hiring outside men unless they were ex-service men. These Grant County boys, in any event, should receive the work and not be hustled off the job for somebody else. I am very anxious to help the boys, and of course I stand for the principle that Grant County work should have Grant County men.

I am not criticizing the position of the Government or the State, but we have been furnishing work here to outside people to the exclusion of ourselves. However, I wish my position in the matter to be considered entirely consistent.

Thanking you kindly for your interest in the matter, I am

Very truly yours,

Earl B Moore

EBM:K
Enc.

RECEIVED
JAN 16 1934

FORM 9-M-1 16410 500 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

112-C

January 26, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I have made a complete investigation of employment conditions on the Meyer & Goulter contracts in Grant County, and I find the news report in the Blue Mountain Eagle to be founded on no truth whatsoever. In fact within a few days after the article was published several of the men mentioned as being discharged, voluntarily went to the newspaper office and stated that they had not been discharged and a correction to this effect was made in the Blue Mountain Eagle of January 19th, a clipping of this correction is enclosed herewith.

Mr. Earl B. Moore, Attorney of Grant County, who submitted the clipping, together with a letter of criticism, made no attempt to verify the correctness of the report as he did not interview any of the men or go to Long Creek. If he had made a trip to Long Creek and investigated conditions on the ground I am quite sure he would never have written the letter.

Referring specifically to that part of the Blue Mountain Eagle article which stated the following men had been discharged, Alfred Blackwell, Virgil Allen, Jack McMann, Ford Sloan, Archie Sweek, Happy Cork and Rodney Moore; not one of these men was discharged as they all were laborers employed on clearing work or other types of work which could not be carried on during the winter months, and they were laid off until the services of additional laborers were required. Several of these men are now back on the job and probably all of them will be employed when weather conditions permit finishing work to be carried on.

One man, Ed. Dotson, who was a member of the delegation going to John Day, was discharged and with sufficient cause. He was capable of doing a day's work but would not do so. I think he is perhaps the one who is causing most of the commotion.

During the entire progress of the Meyer & Goulter contracts only three men have been discharged, all three being laborers who would not work satisfactorily and these men were all replaced with laborers from Grant County. Every laborer on the job is from Grant County, the only men from outside Grant County being skilled workers whom the Federal Employment agency was unable to furnish from the county. At the present time there are eight bridge carpenters from Portland, but before these men were imported every effort was made both by the contractors and the Federal Employment Agent to secure the men in Grant County. When they were unable to do so, men were secured from Multnomah County property certified by the FederalEmployment Agency. This is no violation of the contract which specifically states that if men are not available within the county, they may be secured elsewhere.

In replying to Mr. Earl B. Moore, I would suggest that emphasis be placed on the fact that the contractors are complying very strictly with the terms of their contract, and such letters of criticism as written by him are totally unwarranted. They cause considerable work for persons responsible for running down the truth of such charges, and when there is not the least basis for the preferring of such charges, the matter ceases to be in line with good sense or judgment.

Very truly yours,

W C Williams

Division Engineer.

WCW:CG
Encl.
cc R. H. Baldock

182C

January 18, 1934

Mr. Earl B. Moore
Lawyer
John Day, Oregon

Dear Sir:

Reference is made to your letter of January 9th, relative to certain employment conditions in connection with the Myers & Coulter contract on the Pendleton-John Day Highway.

This is a matter which is more properly subject to investigation through the local National Reemployment Office at Canyon City, but, if you will provide us with the names of the individuals who claim to have been unfairly discharged, we will ascertain the facts for you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

NOTED
State Highway Engineer

January 11, 1934

Mr. Earl B. Moore
Lawyer
John Day, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 9 in which you state that Myers and Goulter have replaced six local men with men from outside counties on their contracts for the construction of the Middle Fork-Flowers Gulch and Middle Fork-Forest Boundary Sections of the John Day Highway in Grant County.

I am referring your letter to the Engineer for investigation.

Very truly yours

Secretary

HBG:jn

REFERRED TO
Project
By State Highway Engineer

Advise them ~~that~~ we have referred matter to Nat. Employment Service

Earl B. Moore
LAWYER
GRANT COUNTY
JOHN DAY, OREGON

January 9, 1934

[illegible]
JAN 11 1934
[illegible] COMMISSION

State Highway Department
Salem, Oregon

Gentlemen:

Reference is made to the Flowers Gulch and head of Granite Creek section of the highway from John Day to Pendleton, lying north of the town of Long Creek in Grant County.

I have just been called upon by six men who claim that they have dependents and that they have been laid off the work on the road, which is being carried on by Meyer & Goulter, and that they have been replaced by men from outside counties who do not have dependents.

Will you kindly give the matter some investigation and see if the contractors are carrying out the original plan as to the allotment of labor. I do not believe that it is necessary for these contractors to hire men from outside counties when there is plenty of deserving persons in this county who need relief.

Thanking you kindly, I am

Very truly yours,

Earl B. Moore

EBM:K

November 27, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

It has just come to our attention that no reply has been made to your letter of August 30th, inquiring as to our plans for the construction of surfacing and bridges on the Middle Fork-Forest Boundary Section of the Pendleton-John Day Highway (Project N. R. H. 182-C).

No definite provision has as yet been made for the surfacing of this project, but it is the intention of the Highway Commission to proceed with the construction of the Pendleton-John Day Highway as rapidly as available funds will permit. We anticipate that the surfacing of the highway will be completed within a year or two after the grading work is done.

The bridges referred to in your letter were placed under contract on October 5th.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 30, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRH 182-C, the Middle Fork-Forest Boundary section of the Pendleton-John Day Highway, 4.208 miles of grading, have today been recommended for approval. This is your authority for advertising.

When submitting the agreement estimate, please give us the best available information concerning future surfacing on this project and the four bridges within the limits of the proposed grading and the one at the south end thereof.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

FORM 3-M-1 5679 5M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

112

November [illegible], 1933

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 27 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing Price Agreement No. 1 on the Forest Boundary-Middle Fork Section of the Pendleton-John Day Highway in Grant County.

This price agreement covers installation of a 36" galvanized iron pipe, we having no bid on this item in the contract. The pipe is to be placed for the Chicken Creek drainage as our investigations reveal that the 18" pipe called for at that point will not be sufficient. No additional authorization in the project amount will be required.

Very truly yours,

W C Williams

Division Engineer.

WCW:GG
Encl.

cc R. H. Baldock.

Form 333—4M—8-33.

ORE[illegible] STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Nov 16, 193 3

Section Forest Edge - Middle Fork

Kind of work Grading

Highway Pendleton - John Day

Section prefix 12 PJ

Contractor Myers + Coulter

Contract number 1501 182C

Date of contract Sept 16, 193 3

Date of completion July 31, 193 3

Date work started Oct. 7, 193 3

Estimated date of completion ", 193 "

Amount of contract $ 86062.00

Per cent of time elapsed 19 %

Estimated cost of completed project, exclusive of engineering $ 86062.00

Per cent of contract completed, based on total contract price 10 %

Engineering costs to date, $ 602.85, 7 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The clearing crew of 6 men are finishing the clearing. The 35 cat and bulldozer was down 2 days with burnt out bearings moving good yardage while working.

Allan Swift
Res. Engr.

RECEIVED
NOV 20 1933
OFFICE OF
CONSTRUCTION ENGINEER

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.25				
Miles partially completed	0.7				
Miles completed					
Total estimated quantities	144900				
Estimated quantities moved or placed to date	17000	Note	19000	last week	in error
Average daily quantities	250				
Average daily quantities necessary to complete project on time	500				
Number shifts per day	2				
Hours per shift	7				
Average force on project for week	11				

Percentages of men employed on contract to be secured from:

Grant County, 65 %; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Grant COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	7				2	2	11
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers 1, Sheet-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"	0	
Tuesday	Cloudy	14	Breakdown
Wednesday	"	14	"
Thursday	Fair	0	
Friday			
Saturday			

Form 388—1M—8-33.

ORE[illegible] STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Nov. 11, 1933

Section Forest Bdry - Middle Fork

Highway Pendleton - John Day

Contractor Myers + Goulter

Date of contract Sept 16, 1933

Date work started Oct 7, 1933

Amount of contract $ 86062.00

Kind of work Grading

Section prefix 12 PJ

Contract number 1501 182-C

Date of completion July 31, 1934

Estimated date of completion ″, 193″

Per cent of time elapsed 19 %

Estimated cost of completed project, exclusive of engineering $ 86062.00

Per cent of contract completed, based on total contract price 11.3 %

Engineering costs to date, $ 460.00, 4.7 %

Date project was completed ......, 193...

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The third shift on the Bulldozer did not work this week due to trouble with the lights. The two shifts are moving good yardage, taking out the ends of the cuts. The clearing crew will finish their subcontract next week.

RECEIVED
NOV 13 1933
OFFICE OF
CONSTRUCTION ENGINEER

O[illegible] Swift
Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.25				
Miles partially completed	0.6				
Miles completed	[illegible]				
Total estimated quantities	144300				
Estimated quantities moved or placed to date	19000				
Average daily quantities	1000				
Average daily quantities necessary to complete project on time	480				
Number shifts per day	2				
Hours per shift	7				
Average force on project for week	11				

Percentages of men employed on contract to be secured from:
Grant County, 64 %; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Grant COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	7					2	9
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
						2	2

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers 1, Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair	0	
Monday	''	''	
Tuesday	''	''	
Wednesday	''	''	
Thursday	''	''	
Friday	''	''	
Saturday			

Form 338—4M—3-33.

ORE[illegible] STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Nov 4, 1933

Section Forest Bdry - Middle Fork
Kind of work Grading
Highway Pendleton - John Day
Section prefix 12 P J
Contractor Myers + Gouiter
Contract number 150 / 182C
Date of contract Sept 16, 1933
Date of completion July 31, 1933
Date work started Oct 7, 1933
Estimated date of completion ", 193"
Amount of contract $86062.00
Per cent of time elapsed 16%
Estimated cost of completed project, exclusive of engineering $86062.00
Per cent of contract completed, based on total contract price %
Engineering costs to date, $360.00, %
Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Good progress with their 75 H.P. Cat and bulldozer all week. The third shift was placed on the dozer this week making 3 - 7 Hr. shifts. The clearing crew finished the slashing on their subcontract (between Sta. 700 and 901) this. Some burning remains.

RECEIVED
NOV 6 - 1933

Res Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

FORM 5-M-1 5979 2M 10-32

R. H. BALDOCK

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.25				
Miles partially completed	0.4				
Miles completed	0				
Total estimated quantities	144800				
Estimated quantities moved or placed to date	13000				
Average daily quantities	1200				
Average daily quantities necessary to complete project on time	500				
Number shifts per day	3				
Hours per shift	7				
Average force on project for week	11				

Percentages of men employed on contract to be secured from:

Grant County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Grant COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	10						10
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
						1	1

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	″	0	
Tuesday	Rain	3	
Wednesday	″	0	
Thursday	″	0	
Friday	Cloudy	0	
Saturday			

FORM 2-M-1 2270 2M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

112C

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 2, 1933.

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
NOV 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I have your letter of November 1st dictated by Chas E. Low stating that a subcontract amounting to more than 20% of the total amount of the contract can not be awarded by Myers & Goulter, contractors on the Forest Boundary-Middle Fork and Middle Fork-Flowers Gulch Sections. I am this day notifying Myers & Goulter that they will not be allowed to subcontract all of the hauling on the Middle Fork-Flowers Gulch Section.

With reference to the prices of the subcontract which you state you do not understand, I wish to advise that in practically all cases of subcontracts for hauling, a certain amount is allowed for excavation quantities as ordinarily from 30% to 70% of the material moved is moved into free haul limits and of course no payment could be made to the subcontractor. This contract is therefore reasonable in that an allowance be made for excavation quantities in addition to the price on over-haul and truck haul. You can readily understand that a truck hauling material at .8¢ per station yard could under no circumstances make a profit on such a price.

Very truly yours,

WCWilliams

Division Engineer.

WCW:CG

cc R. H. Baldock

FORM 8-M-1 5979 2M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

122-C

November 2, 1933.

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
NOV 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

Myers & Coulter, Contractors,
Long Creek, Oregon.

NOTED

Dear Sirs:

Referring to your request to Resident Engineer Dean Swift for approval of subcontract to the White Trucking Company for hauling excavated materials on the Forest Boundary-Middle Fork and Middle Fork-Flowers Gulch Section, please be advised that this subcontract will be permissible for the Forest Boundary-Middle Fork Section, but can not be approved for the Middle Fork-Flowers Gulch Section.

The subcontract on the Middle Fork-Flowers Gulch Section would amount to approximately 23.7% of the total amount of the contract, and no allowance can be made for a subcontract exceeding 20% of the total. It will therefore be necessary for you to let a subcontract on this section for a portion of the project only, in order that the amount of the contract will not exceed 20% of the total.

Mr. Swift will be pleased to aid you in determining what portions of the contract may be sub-let in order to stay within this percentage allowance.

Very truly yours,

W C Williams

Division Engineer.

WCW:CG
cc H. G. Smith
cc Dean Swift.

182-B

November 2, 1933

Myers & Coulter
3227 First Avenue South
Seattle, Washington

Gentlemen:

We are today forwarding by express an executed copy of the contract #1509 awarded to you by the State Highway Commission for the construction of bridges over the John Day River and Granite Creek on the Pendleton-John Day Highway in Grant County near Long Creek. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jn

FORM 2-A-1 16153 10M 7-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

182 C

November 1, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Reference is made to your letter relative to subcontracting of the hauling on both of the Myers-Goultra projects - Forest Boundary-Middle Fork and Middle Fork-Flowers Gulch Sections.

Since this hauling on the Middle Fork-Flowers Gulch Section would amount to more than 20% of the total amount of the contract for that section, the sub-contract cannot be approved.

We cannot make any allowance on this contract because if we did we would be setting a precedent and would have to make the same allowances on other jobs. Therefore advise Myers-& Goulter that they will not be allowed to subcontract all the hauling on this section.

You state that the prices of this sub-contract would be:

Common Excavation	7½ ¢
Solid Rock	15½ ¢
Overhaul	.6 ¢
Truck Haul	12 ¢

We do not quite understand these prices, if the contract only covers the hauling. Will you please advise just what you mean.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low
H.

CC to
R.H. Baldock ✓

NOTED

October 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Middle Fork-Forest Boundary Section, Project No. NRH-182-C.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery
Highway Proj. No.
NRH-182-C

MIDDLE FORK-[illegible] BOUNDARY SECTION OF THE
PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, October 17, 1933

Roadwork

All Required		Clearing and Grubbing		$ 5,000.00
72,700	cu. yds.	Common Excavation	$ 0.30	21,810.00
72,100	" "	Solid Rock Excavation	0.70	50,470.00
160,000	yds. Sta.	Overhaul	0.01	1,600.00
4,800	yds. mi.	Truck Haul	0.20	960.00
44	cu. yds.	Riprap	3.00	132.00
180	lin. ft.	12-inch Culvert Pipe	1.50	270.00
1,530	lin. ft.	18-inch " "	2.00	3,060.00
120	" "	24-inch " "	3.00	360.00
390	" "	36-inch " " (Extra stren.)	6.00	2,340.00
		Sub-total		$ 86,002.00
		10% Engr. & Cont.		8,600.20
		Total		$ 94,602.20

Bridge No. 1 (Sta. 758+50)

110	cu. yds.	Excavation	$2.00	$ 220.00
25	" "	Class "B" Concrete	20.50	512.50
28	" "	[illegible]	20.50	574.00
7,500	lbs.	Metal Reinforcement	0.05	375.00
12	M-FBM	Treated Lumber	83.00	996.00
94	lin. ft.	Composite Handrail	3.50	329.00
				$ 3,006.50

Bridge No. 2 (Sta. [illegible])

135	cu. yds.	Excavation	$ 2.00	$ 270.00
30	" "	Class "B" Concrete	20.50	615.00
28	" "	[illegible]	20.50	574.00
7,500	lbs.	Metal Reinforcement	0.05	375.00
12	M-FBM	Treated Lumber	83.00	996.00
94	lin. ft.	Composite Handrail	3.50	329.00
				$ 3,159.00

Bridge No. 3 (Sta. 849+60)

100	cu. yds.	Excavation	$ 2.00	$ 200.00
25	" "	Class "B" Concrete	20.50	512.50
38	" "	Class "D" Concrete	20.50	779.00
11,500	lbs.	Metal Reinforcement	0.05	575.00
17	M-FBM	Treated Lumber	83.00	1,411.00
128	lin. ft.	Composite Handrail	3.50	448.00
				$ 3,925.50

Bridge No. 4 (Sta. 855+30)

85	cu. yds.	Excavation	$ 2.00	$ 170.00
20	" "	Class "B" Concrete	20.50	410.00
28	" "	" "D" "	20.50	574.00
7,500	lbs.	Metal Reinforcement	0.05	375.00
12	M-FBM	Treated Lumber	83.00	[illegible]
94	lin. ft.	Composite Handrail	3.50	[illegible]
				$ 2,8[illegible]

Sub-total	$12,9[illegible]
10% Engr. & Cont.	1,2[illegible]
Total	$14,239.50

Length of Roadwork	4.208	miles
" " 4 Bridges	.037	"
Total length	4.245	"

Cost per mile $22,497.19

National Recovery Highway Funds Requested:

Roadwork	$94,668.20
Bridges	14,239.50
	$108,907.70

State Funds for Construction: Chapter 175, Laws 1917: Chap. 31, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1927.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-183-C

MIDDLE FORK-FOREST BOUNDARY SECTION

OF THE PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany bridge plans. Not as basis for project agreement.)

Salem, Oregon, September 19, 1933

Roadwork (Contract prices)

All Required		Clearing and Grubbing		$ 5,000.00
72,700	cu. yds.	Common Excavation	$ 0.30	21,810.00
72,100	cu. yds.	Solid Rock Excavation	0.70	50,470.00
160,000	yds. sta.	Overhaul	0.01	1,600.00
4,800	yds. mi.	Truck Haul	0.20	960.00
44	cu. yds.	Rip Rap	3.00	132.00
180	lin. ft.	12-inch Culvert Pipe	1.50	270.00
1,530	lin. ft.	18-inch Culvert Pipe	2.00	3,060.00
120	lin. ft.	24-inch Culvert Pipe	3.00	360.00
300	lin. ft.	36-inch Culvert Pipe (Extra Strength)	8.00	2,400.00
			Sub-total	$ 86,062.00
			10% Engr. & Cont.	8,606.20
			Total	$ 94,668.20

Bridge No. 1 (Sta. 738+80) (Estimated prices)

110	cu. yds.	Excavation	$ 3.00	$ 330.00
25	cu. yds.	Class "B" Concrete	18.00	450.00
28	cu. yds.	Class "D" Concrete	20.00	560.00
7,500	lbs.	Metal Reinforcement	0.05	375.00
12	M-FBM	Treated Lumber	82.00	984.00
94	lin. ft.	Composite Handrail	3.00	282.00
				$ 2,981.00

Bridge No. 2 (Sta. 747+40) (Estimated prices)

135	cu. yds.	Excavation	3.00	$ 405.00
30	cu. yds.	Class "B" Concrete	18.00	540.00
28	cu. yds.	Class "D" Concrete	20.00	560.00
7,500	lbs.	Metal Reinforcement	0.05	375.00
12	M-FBM	Treated Lumber	82.00	984.00
94	lin. ft.	Composite Handrail	3.00	282.00
				$ 3,146.00

Bridge No. 3 (Sta. 849+60) (Estimated prices)

100	cu. yds.	Excavation	$ 3.00	$ 300.00
25	cu. yds.	Class "B" Concrete	18.00	450.00
38	cu. yds.	Class "D" Concrete	20.00	760.00
11,500	lbs.	Metal Reinforcement	0.05	575.00
17	M-FBM	Treated Lumber	82.00	1,394.00
128	lin. ft.	Composite Handrail	3.00	384.00
				$ 3,863.00

Bridge No. 4 (Sta. 855+30) (Estimated prices)

85	cu. yds.	Excavation	$ 3.00	$ 255.00
20	cu. yds.	Class "B" Concrete	18.00	360.00
28	cu. yds.	Class "D" Concrete	20.00	560.00
7,500	lbs.	Metal Reinforcement	0.05	375.00
12	M-FBM	Treated Lumber	82.00	984.00
94	lin. ft.	Composite Handrail	3.00	282.00
				$ 2,816.00

Sub-total	$ 12,806.00
10% Engr. & Cont.	1,280.60
Total	$ 14,086.60

Length of Roadwork	4.208 miles
" " 4 Bridges	.037 "
Total length	4.245 "
Cost per mile, roadwork	$ 22,497.19

National Recovery Highway Funds Requested:

Roadwork	$ 94,668.20
Bridges	14,086.60
Total	$108,754.80

182B

October 7, 1933

Myers & Coulter
3227 First Avenue South
Seattle, Washington

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted your bid submitted on October 5, 1933, for the construction of a bridge over Middle Fork of the John Day River and four frame trestles over Granite Creek on the Middle Fork-Forest Boundary Section of the Pendleton-John Day Highway in Grant County, and has awarded this contract to you at your bid price of $43,985.00.

Please consider this letter as official notice to you to commence construction of the above structures at once. Contract forms will be sent you shortly for execution.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

HBG:RWB

182-C

October 7, 1933

Myers & Coulter
3227 - 1st Avenue South
Seattle, Washington

Gentlemen:

We are today forwarding by express an executed copy of the contract awarded to you on September 16, 1933 for the grading of the Middle Fork-Forest Boundary Section of the Pendleton-John Day Highway in Grant County. This is for your records and files.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

jn
HBG

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

OCT 20 1933
OREGON
STATE HIGHWAY

October 5, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 182-C, four bridges on the Middle Fork-Forest Boundary section of the Pendleton-John Day highway, to Myers & Goulter, Seattle, Washington, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

October 5, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Reference is made to your letter of September 29th regarding bridge lengths on Oregon NRH-182-C.

As the lengths of all bridges previously constructed have been computed from center-to-center of end bents, and it is not advisable to make a change at this time, we believe that it will be satisfactory to continue your present method.

Very truly yours,

W. H. LYNCH
District Engineer.

LJ Caufield
L. J. CAUFIELD
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

September 20, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRH 182-C, Middle Fork-Forest Boundary section of the Pendleton-John Day Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

As the length of the John Day River bridge was not figured to the end of the deck slab, this project should be shown as beginning at Sta. 699+65.81. The length of all bridges on this project has been figured from center to center of end bents instead of from the ends of the deck slabs. The necessary corrections in stationing and length of the roadway and bridges on this project should be shown when the project agreement estimate is submitted.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

699+64.81
[illegible]
695+12

RECEIVED
SEP 23 1933
OREGON
STATE HIGHWAY COMMISSION

September 29, 1933

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of September 20th concerning bridge lengths on the Middle Fork-Forest Boundary Section, Project No. NRH-182-C.

In submitting the P. S. & E. papers for this project we computed the roadway and bridge lengths in the same manner that we have used for all former projects, viz., the lengths of structures being the distance between center lines of the end bents and the roadway lengths being computed from these same points. Accordingly, if the comments contained in your letter constitute a change in this method, the roadway and bridge lengths for all previous Oregon projects are incorrect.

In your letter you have given the end of the deck slab on the John Day River bridge as station 699+65.81, but it is not apparent to us how you have arrived at this stationing. The distance from the center line of the end beam to the end of the concrete deck slab is 3 inches and the timber bumper block being 6 inches in width, it would appear that the overall distance is 9 inches. These dimensions give the stationing for the end of the deck, inclusive of the bumper block, to be 699+65.56 and exclusive of the bumper block, to be 699+65.06. Whatever stationing is used for the end of the bridge, that station should surely constitute the beginning of Project NRH-182-C.

The uncertainties and complications introduced in roadway and bridge lengths, when bridge lengths are computed by deck lengths, makes, in our opinion, a very undesirable condition and we most strongly urge that the previous method of computing lengths as the distance between the end supports be continued, as these points are always definite and clearly established. The computation of the deck length of a bridge built on a skew would introduce even further complications.

For the reason that we will be sending to you in the near future, the P. S. & E. papers on a considerable number of bridges, many of which will be combined with roadwork, we will appreciate further information from you regarding the method in computing lengths that you wish for us to use.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

182-C

September 18, 1933

Myers & Coulter
5227 First Avenue South
Seattle, Washington.

Gentlemen:

This letter is to inform you officially that at the meeting held on Saturday, September 16, 1933, the State Highway Commission awarded to you the contract for the 4.23 miles of grading on the Middle Fork-Forest Boundary Section of the Pendleton-John Day Highway in Grant County, at the bid price submitted by you on that day.

You may consider this letter as your authority and our request to immediately start construction operations. The contract forms are now in preparation and will be mailed to you for execution within the next few days.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG: jm

182-C

September 18, 1933

Clifton & Applegate
227 Hutton Building
Spokane, Washington

Gentlemen:

I am returning to you unopened the bid submitted by you for the construction of the Middle Fork-Forest Boundary Section of the Pendleton-John Day Highway in Grant County for which bids were considered by the Commission on September 16.

Your bid was not considered by the Commission due to the fact that it was not received at the designated place. It was addressed to Salem, where it was received at 10:40 A. M. on Saturday, September 16. The Commission received bids in the Multnomah Hotel, Portland.

Yours very truly

Secretary

HBG:ja

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

September 16, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 182-C, the Middle Fork-Forest Boundary Section of the Pendleton-John Day Highway, 4.25 miles of grading, to Myers & Goulter, Seattle, Washington, who submitted the low bid of $86,062.00.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

August 22, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate for the Middle Fork-Forest Boundary Section, National Recovery Highway Project No. NRH-182-C.

Five bid proposals, five sets of blueprint plans and one set of original cross-sections are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/KR

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 182-C

MIDDLE FORK-FOREST BOUNDARY SECTION OF THE PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany grading plans. Not as basis for agreement.)

Salem, Oregon, August 22, 1933.

All Required		Clearing and Grubbing	$	$ 2,000.00
72,700	cu. yds.	Common Excavation	0.25	18,175.00
72,100	cu.yds.	Solid Rock Excavation	0.70	50,470.00
160,000	yd. sta.	Overhaul	0.02	3,200.00
4,800	yd. mi.	Truck Haul	0.15	720.00
44	cu. yds.	Riprap	2.00	88.00
180	lin. ft.	12" Culvert Pipe	1.25	225.00
1,530	lin. ft.	18" Culvert Pipe	2.00	3,060.00
120	lin. ft.	24" Culvert Pipe	2.50	300.00
300	lin. ft.	36" Culvert Pipe (Extra Strength)	5.00	1,500.00
		Sub-total		$ 79,738.00
		10% Engr. & Cont		7,973.80
		Total..................		$ 87,711.80

Length of Roadwork 196 ft	4.208	miles
" " & Bridges, 300 ft.	.057	"
Total length	4.265	"
Cost per mile	$ 20,844.05	

National Recovery Highway Funds Requested $ 87,711.80

CONTRACT #1502,

PR 190-A Neil Cr.-Barron Cr. Sec. 1932

1502

RECEIVED
OCT 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 190-A, Neal Creek-Barron Creek Section, Pacific Highway, ________, was made by a representative of this office on September 16, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

FORM 2-A-1 21834 1900 8-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

X

RECEIVED
MAY 3 1937
FOR FILING
190-12

May 27, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Henry F. Cabell, Chairman
Oregon State Highway Commission
1107 Failing Building
Portland, Oregon

Dear Sir:

Herewith report by S. H. Probert, Office Engineer, on the von der Hellen matter. I would also appreciate your keeping this confidential.

NOTED

NOTED

NOTED

NOTED

Very truly yours,

State Highway Engineer

RHB:HI

file

NOTED

15M 6-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 25, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

In compliance with your request, I have studied Mr. von der Hallen's letter of March 9th, concerning his claim for extra compensation under his contract for the grading of the Neil Creek-Darrow Creek Section of the Pacific Highway (Contract 1502). In connection therewith, I have the following comments to make.

Mr. von der Hallen's loss was occasioned entirely by misjudgment of the nature of the materials to be excavated under the bid item "Class 'B' Excavation," which misjudgment led him to bid 27 cents per cubic yard for excavation estimated by the engineer to be worth 35 cents per cubic yard. The additional 8 cents on the 332,015 cubic yards of material involved would have netted Mr. von der Hallen $26,500 and would have brought him through the job with a small profit. A bid price of 39 cents would have brought him the total amount which he now demands, which amount includes a profit of approximately $19,000.

Mr. von der Hallen admits the misjudgment of the materials referred to, but he is attempting to place liability for it on the State, claiming, (1) that the test holes drilled by the State indicated softer materials, (2) that the shrinkage estimated by the State indicated that the engineers expected softer materials, and (3) that the provision of the specifications which called for the loosening of a part of the materials with rooters and scarifiers indicated that the engineers expected softer materials.

That the engineers were not misled by the test hole drillings, and that they did not anticipate softer materials appears to me to be shown by the fact that the engineer's estimate was adequate to cover the cost of excavating the materials encountered and by the further fact that they did not use the usual "solid rock-common" basis of classification, but adopted a classification specification in which the lower of the two classifications provided for embraced

rock so hard as to show an abrasive loss as low as 10 per cent.

The provision in regard to the loosening of materials with rooters and scarifiers, __as__ __far__ __as__ __practicable__, did not indicate that the engineers expected more than a very few feet of the materials in the cuts to be loosened in that manner. Instead, the use of the words "as far as practicable," indicated that the engineers did not expect that any very considerable proportion of the materials could be loosened without blasting.

Regardless, however, of whether the engineers did or did not anticipate softer materials than were encountered, and regardless of what the State's drill holes indicated, the liability for misjudgment of the nature of the materials rests with the contractor and not with the State. This matter is covered by the following quotations from the specifications, the first of which is from the general specifications of the contract, and the second of which is from the special provisions of the contract:

> "It is understood that the contractor bases his unit prices upon his own estimates of classification, and the State Highway Commission will not be responsible for his failure to do so or for any errors in his estimates."
>
> "The State Highway Commission makes no representation that the nature of the materials to be excavated under this contract will be as indicated by the test pits which have been bored at a number of places on the project, and the State Highway Commission will not be liable to the contractor in any manner in case materials of a kind, class, nature, character or condition not indicated by the test pits, are encountered."

The specification governing the classification of the excavated materials reads as follows:

> "1. Class "A" Excavation shall comprise only such excavation as is in sound, solid, undecomposed, unshattered mass granite or basalt rock of such hardness and toughness that when subjected to the standard abrasion test, it shows an abrasive loss not exceeding ten per cent (10%).
>
> "2. Class "B" Excavation shall comprise all excavation (including rock excavation) other than that which classifies as Class "A" Excavation."

Mr. von der Hellen pronounces this specification a "nullity," because it is a specification not in common use, and because it is, in

his opinion, a "substitute specification" and not a "supplementing and qualifying specification," and because page 120 of the contract, while mentioning "supplementing and qualifying" provisions as being effective provisions, does not mention "substitute provisions." This argument is entirely quashed, however, by the provision on page 6 of the general provisions which reads as follows:

> "In cases of conflict in the requirements and provisions as set out by the standard specifications, the plans and the special provisions, it shall be understood that the special provisions take precedence over both the plans and the standard specifications, and that the plans take precedence over the standard specifications.

While Mr. von der Hellen would like to have the classification specification declared null and void, the specification proved to be an excellent one for drawing a line of separation between extremely hard rock and rock less difficult to move, as was desired on this particular project. The specification was clearly understood by Mr. von der Hellen both at the time he bid and during the progress of the work. He does not claim that it confused him or was the cause of his bidding the low price on Class "B" Excavation which caused him his loss. He admitted in my presence that he had been generously dealt with in classification, and he made no complaint as to the way in which the classification specification had operated.

Other points mentioned in Mr. von der Hellen's letter consist principally of citations to portions of the special provisions to which it would be possible to apply interpretations other than those intended. It is not claimed, however, that any of those portions were actually misinterpreted, or that because of any misinterpretation any loss was sustained. The citations are made, apparently, as a matter of legal strategy and for the purpose of confusing the issue.

In conclusion, I will say that in my opinion, Mr. von der Hellen has no valid claim, and that an allowance to him on the grounds on which he is claiming it, would establish a very costly and otherwise undesirable precedent. I do not believe that it will be possible for Mr. von der Hellen to wage a successful case against us in the courts.

Very truly yours,

Office Engineer

SHP:ER

3-33
MISSIONERS
ESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

April 25, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Henry F. Cabell, Chairman,
State Highway Commission,
1107 Failing Building,
Portland, Oregon.

Dear Mr. Cabell:

I had hoped for an opportunity to discuss with you more fully the question which, when I was at North Bend the other day, you put to me by telephone relative to the claim of von der Hellen and Pierson for extra compensation in connection with their contract for highway work in Southern Oregon, but it seems that no occasion has arisen when I could go into the subject more fully.

There is a radical difference of opinion with respect to the facts attending this controversy, our engineers claiming one state of facts and von der Hellen claiming another. If our engineers are correct and are able to sustain their position when challenged in court, then, of course, we will be saved. If on the other hand we are not able to sustain our position and the court is convinced that Mr. von der Hellen is correct in his contentions, then there will be occasion to apply the principles of law with respect to whether or not the written contract controls.

Should their complaint be filed I would like an opportunity to discuss the complaint with you and the law applicable to the controversy, and then I think before an answer is framed there should be a conference attended by yourself and the engineers and myself for the purpose of going more thoroughly into the case.

I am suggesting this because of the fact that your knowledge of law and your training will be very helpful in determining the character of the defense which we should make. As soon as a complaint is filed, I will have a copy made and forwarded to you and then at your convenience I would like to arrange for a conference. With kindest regards, I am

Yours very truly,

M. Devers

J. M. DEVERS

JMD:PW

Mr [illegible]

[illegible]

LEN AND PIERSON
Contractors
l, Oregon

I)
IVE CLAIM.

Medford Oregon,
March 9th, 1935.

Wm. von der Hellen and C. B.
Pierson, comprising the
partnership of and doing
business as von der Hellen &
Pierson, contractors,.........Dr.

ostoffice address - Medford, Oregon

ork done to - In full to date

Section Neil Creek-Barron Creek Contract No. 1502 Prefix No. 15 P. G.

Estimate No. __________

Alternative claim (executed in triplicate, duplicate copies herewith delivered and triplicate executed copy retained) for present allowance and payment (otherwise, if not accepted, the full amount of the larger claim as stated in subdivision numbered "(II)" hereof is to be held as asserted in lieu of this alternative claim). Details for this alternative claim set forth in attached letter of even date are hereby incorporated by reference as part hereof. This alternative claim is as follows:

Labor (from "Cost Analysis Final Report, November 27, 1934, Pacific Highway, Neil Creek-Barron Creek Section, Grading, Contract 1502, Prefix 15 P. G." signed by E. H. Clymer, submitted to and on file as part of the records for above designated highway construction work in the office of the state highway engineer at Salem, Oregon)	$79,696.87
Plus 15% of $79,696.87, as prescribed for force account on labor, p. 17 of above numbered contract..............	11,844.53

VON DER HELLEN AND PIERSON
General Contractors
Medford, Oregon

(I)
ALTERNATIVE CLAIM.

Medford Oregon,
March 9th, 1935.

The State of Oregon,
United States of America,
Acting by and through its
State Highway Commission
and its State Highway Engineer,
Salem, Oregon,

TO

Wm. von der Hellen and C. B.
Pierson, comprising the
partnership of and doing
business as von der Hellen &
Pierson, contractors,.........Dr.

County, Jackson	Postoffice address Medford, Oregon
Highway, Pacific	Work done to - In full to date
Section Neil Creek-Barron Creek	Contract No. 1502 Prefix No. 15 P. G.
	Estimate No. ________

Alternative claim (executed in triplicate, duplicate copies herewith delivered and triplicate executed copy retained) for present allowance and payment (otherwise, if not accepted, the full amount of the larger claim as stated in subdivision numbered "(II)" hereof is to be held as asserted in lieu of this alternative claim). Details for this alternative claim set forth in attached letter of even date are hereby incorporated by reference as part hereof. This alternative claim is as follows:

Labor (from "Cost Analysis Final Report, November 27, 1934, Pacific Highway, Neil Creek-Barron Creek Section, Grading, Contract 1502, Prefix 15 P. G." signed by E. H. Clymer, submitted to and on file as part of the records for above designated highway construction work in the office of the state highway engineer at Salem, Oregon)	$79,696.87
Plus 15% of $79,696.87, as prescribed for force account on labor, p. 17 of above numbered contract..............	11,844.53

Remaining, after deduction of above labor items of $79,696.87 from the "Cost Grand Total" shown in aforesaid cost analysis at $231,026.02	$151,329.15
Plus 5% of such $151,329.15 (minimum force account percentage, P. 17 of above numbered contract)	7,566.45
TOTAL	$250,437.00
Allowed by amounts heretofore carried into state highway estimates	$210,179.56
Net balance due contractor claimant as alternative, compromise settlement, in addition to amounts of $220,288.28 heretofore carried in state highway estimates, for present allowance and payment	40,257.44

STATE OF OREGON)
:SS
COUNTY OF JACKSON)

I, Wm. von der Hellen, being first duly sworn, depose and say upon oath, that I am a member of the partnership and firm of von der Hellen & Pierson, contractor under state highway contract numbered 1502; that I have knowledge of the above-described and attached claim; that the foregoing account is correct and just (as an alternative claim for present allowance and payment; otherwise, if not accepted, the full amount of the larger claim as stated in subdivision numbered "(II)" hereof is to be held as asserted in lieu of this alternative claim); that the work was actually performed and material furnished as therein charged; and that there is so due and owing to said contractor firm and partnership, von der Hellen & Pierson, on this date from the State of Oregon, according to contract and manner of compromise settlement and adjustment of claim, in the manner aforesaid and not otherwise, the sum of forty thousand two hundred fifty-seven dollars and forty-four cents ($40,257.44), and that the same, or any part thereof, has not been paid.

(Signed) WM. VON DER HELLEN
(Wm. von der Hellen)

Subscribed and sworn to before me this 9th day of March, A.D., 1935.

(Signed) T. W. MILES
Notary Public for Oregon.

My Commission Expires May 11th, 1935

(NOTARIAL SEAL)

(II)
PRIMARY CLAIM FOR BALANCE DUE CONTRACTOR.

Medford, Oregon,
March 9th, 1935.

The State of Oregon,
United States of America,
Acting by and through its
State Highway Commission
and its State Highway Engineer,
Salem, Oregon,

TO

Wm. von der Hellen and C. B. Pierson, comprising the partnership of and doing business as von der Hellen & Pierson, contractors..........Dr.

County, Jackson

Postoffice address Medford, Oregon

Highway, Pacific

Work done to - In full to date

Section Neil Creek-Barron Creek

Contract No. 1502 Prefix No. 15 P. G.

Estimate No. ___________

NOTE: For detailed explanations of following items see attached letter of even date, which is hereby incorporated as part hereof by reference; also see note below for items marked with asterisks; (executed in triplicate, duplicate copies herewith delivered and triplicate executed copy retained).

(Details of claim on next sheet).

Item	Unit	Unit Prices	Total quantities To Date	Total Amount To Date	Previous Amount	Present Amount
Clearing and grubbing	all	$8000.00	100%	$8000.00	8000.00	
*Solid Rock Excavation (in lieu of "Class A")	c.y.	.70	389155.3	272408.71	88070.15	184,338.56
*Common Excavation (in lieu of "Class B")	C.Y.	.27	68674.5	18542.11	89644.13	-71,102.02
Overhaul	c.y. sta.	.01	608289.	6082.89	6082.89	
Truckhaul	Yd.Mi.	.20	5933.	1186.60	1186.60	
Class "A" Concrete	c.y.	25.00	403.3	10082.50	10082.50	
Metal reinforcement	lb.	.06	62694.	3761.64	3761.64	
18" corrigated iron culvert pipe	l.f.	1.50	968.	1452.00	1452.00	
24" corrigated iron culvert pipe - extra strength	l.f.	2.50	225.	562.50	562.50	
8" corrigated iron perforated pipe	l.f.	1.00	720.	720.00	720.00	
6" porous drain tile	l.f.	.50	100	50.00	50.00	
Rock back-fill for drains	c.y.	2.00	90	180.00	180.00	
Extra clearing and grubbing P.A.	acre	300.00	1.03	309.00	309.00	
		Totals		$323337.99	$210101.41	$113,236.54
		3% retained		9700.14	6303.05	3,397.10
		Total Payments		$313637.85	$203798.36	$109,839.44

To be paid contractor in final settlement $109,839.44

*Attention is called to the attached and incorporated letter for detailed explanation of justification for substitutions of classifications at the points above indicated. The items of Solid Rock Excavation and Common Excavation are, by virtue of the general specifications, payable in lieu of the special provisions for "Class A" and "Class "B", which are legally a nullity and also were abandoned by the state highway engineer in classifying. The amounts are obtained by adding the total quantities heretofore allowed by the state highway engineer for "Class A", 125,814.5 cubic yards, and for "Class B" 332,015.3 cubic yards, totaling 457,829.8 cubic yards, which total yardage is figured 85% solid Rock Excavation, 389155.3 cubic yards, and 15% Common Excavation, 68,674.5 cubic yards. The prices are for the Solid Rock Excavation $0.70 bid for said "Class A" and $0.27 bid for said "Class B".

STATE OF OREGON)
:SS
COUNTY OF JACKSON)

I, Wm. von der Hellen, being first duly sworn, depose and say upon oath, that I am a member of the partnership and firm of von der Hellen & Pierson, contractor under state highway contract numbered 1502; that I have knowledge of the above-described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is so due and owing to said contractor firm and partnership, von der Hellen & Pierson, on this date from the State of Oregon, according to contract and according to claim and basis of compensation due this said contractor as is more particularly set forth in the attached letter of even date pertaining thereto, the sum of one hundred nine thousand eight hundred thirty-nine dollars and forty-four cents ($109,839.44), and that the same, or any part thereof has not been paid.

(Signed) WM. VON DER HELLEN
(Wm. von der Hellen)

Subscribed and sworn to before me this 9th day of March, A. D., 1935.

(Signed) T. W. MILES
Notary Public for Oregon.

My Commission Expires May 11th, 1935

(NOTARIAL SEAL)

Medford, Oregon,
March 9th, 1935.

To the Honorable, the Members
of the State Highway Commission,
and to Honorable R. H. Baldock,
State Highway Engineer,

Salem, Oregon.

Gentlemen:

Re: Attached Claim Under
State Highway Contract
No. 1502.

The attached claim, and alternative claim as a compromise for present payment and allowance, by the undersigned partnership as contractor under above numbered contract, are based upon the following facts and grow out of the following considerations, to which your attention is hereby respectfully directed.

In the summer of 1933 the highway department made drilling test holes in the granite along the course of this highway improvement before advertising for bids. These drill tests brought up dust only, down to the depth where tombstone granite was encountered.

As a result of these tests, which lead the state engineering department into the erroneous belief that there was a heavy overburden of loose material, Mr. Baldock included in the special specifications at sheet No. 15, under the heading of "Excavation Methods" the following provision (asterisks indicate portions thereof omitted herein):

> "**** As far as practicable the materials to be excavated shall be loosened by means of rooters and scarifiers or shall be excavated without previous loosening. **** The use of explosives shall be avoided as far as practicable ***. Such blasting as must be done, shall be controlled in a manner which will avoid possible shattering or loosening of materials back of the slope lines ***."

We purchased at a cost of approximately $30,000 brought onto the job and attempted to use scarifiers and scrapers in line with the above provision. Such methods of excavation were used until about February 1, 1934, but proved wholly impracticable, and during the period used we succeeded in moving only about 35,000 cubic yards with such equipment.

After the writer discussed the impracticability of such methods with the district engineer, Mr. E. A. Collier, he agreed with the writer that such methods would have to be abandoned as impracticable and that drilling and shooting were required as a principal basic method of operation. This change of method thereafter added an actual blasting cost of approximately 19 cents per cubic yard in the same materials, which by the foregoing specification were indicated as practicably removable "by means of rooters and scarifiers *** without previous loosening".

Until about April 1, 1934, Mr. Baldock classified under "an abrasive loss not exceeding ten per cent (10%)" test,--the rattler test, one in engineering and construction practices universally used elsewhere for degree of fracture in surfacing materials. But about April 1, 1934, Mr. Baldock abandoned such method of classifying materials encountered and in subsequent monthly estimates allowed as "Class A" materials a large percentage of materials that did not meet such 10% "abrasive loss" test but which did require methods of removal identical with the costs of removal approximately the same as those required for removal of material which had met such 10% "abrasive loss" test.

On making such change in method of classifying from such former 10% "abrasive loss" test to such relative-difficulty-relative-cost basis our compensation was, however, arbitrarily determined in subsequent monthly estimates (although not then known to us to be so determined) by the proportion that the yardage produced held to the total yardage required for the job in due relationship to the total amount of public funds available for such whole job, and not by application of either the 10% "abrasive loss" test or by inclusion of all materials removed which did require methods identical with and costs of removal approximately the same as those required for removal of material which would meet such 10% "abrasive loss" test, or yet by the "Two classification Basis" (p. 21 of Standard Specifications).

The writer was, at about the time of such change in method of estimating, advised on the job by state highway department representative H. G. Smith that the materials encountered had, because of the base amount of excess material forcing the fills to be built 65 feet to 80 feet wide as against the widths of 38 feet to 40 feet as called for by the plans, proven entirely different from what the state highway department had expected from its test borings, and that the state, accordingly, would not "crucify" the contractor. By this expressed attitude the contractor was accordingly lulled into a belief of security and of assurance that the work performed would be fully and fairly paid for. Therefore, no protests were made against the amounts of allowances being currently made in the monthly estimates.

In connection with consideration of such excess of fill quantities, you avoided a recurrence thereof in the extension of this work in the contract adjoining this work on the south, by changing the line so as to eliminate like waste of materials and by calling for a reduction of from 25% to 30% of quantities to be performed. This shift irrefutably established the fact that there was, unintentionally no doubt but none the less surely, a vast unbalancing of quantities on our job.

Mr. Baldock has called the writer's attention to the provision on page 14 of the special specifications under the heading "Test Pits", with the statement that we relied upon the results thereof at our own risk. That provision reads (underscoring ours):

"TEST PITS:

"The State Highway Commission makes no representation that the nature of the materials to be excavated under this contract will be as indicated by the test pits which have been bored at a number of places on the project, and the State Highway Commission will not be liable to the contractor in any manner in case materials of a kind, class, nature, character or condition not indicated by the test pits, are encountered."

We have been legally advised that this provision does not even state that the contracting party, the State of Oregon, (Section 1, page 3 of contract) will not pay for all quantities removed. It merely attempts to exonerate members of the highway commission from personal liability, as agent of the state (Section 1, p. 3 of contract), for not indicating by test pits all materials that might thereafter be encountered. (In fact, in the body of the contract itself, p. 125, it is stated (underscoring ours): "the said State agrees to pay to said contractor the amount earned computed from the actual quantities of work performed ***".) Such "Test Pits" provision does not make the results of the drill borings the controlling factor for classifying. To the contrary, that provision is nothing more than calling attention to the fact that borings have been made; otherwise, it is contract surplusage and negative in character.

The contractor's responsibilities, prior to bidding, for watchfulness as to character of work, etc., we are legally advised, are controlled by the provisions in section 2 of the general specifications, on page 4 of the contract, under the heading "Examination of Plans, Site, Conditions, etc.", and not by such "Test Pits" provisions.

The fact remains, however, as above pointed out, that Mr. Baldock and his engineering forces were mislead by the dust cores of the "Test Pits" bornings, and erroneously concluded therefrom that this was a job calling principally for scarifier and scraper method of excavation. Hence the above quoted specification from sheet No. 15 of the special provisions was put out by you, which carried your error to our minds as bidders, so that we also were mislead. An absolute lack of meeting of the minds and mutuality for fair dealing under contract thereby resulted.

As further irrefutable evidence of such lack of meeting of the minds and of common mistake through Mr. Baldock's erroneous conclusions from the core drilling tests, we have been told in conference with him and his engineers, on December 29, 1934, that, after having made the test borings, his preliminary estimate total was $216,345, with the specially designated "Class A" excavation performance estimated at eighty cents per cubic yard and with the "Class B" at thirty-five cents per cubic yard.

This thirty-five cent estimated cost is consonant with the average going price for end-dumping method on "free digging" material, which is generally bid by contractors in Oregon at from twenty cents to twenty-five cents per cubic yard, to which, as against such usual end-dumping method, a fair price of from eight cents to ten cents per cubic yard would be fairly added to haul to the bottom of the fill and to compact into the specified eight inch layers.

The above two items, added together, yield twenty-eight cents to thirty-five cents as a total estimated cost of operation, not considering blasting cost of nineteen cents per yard. This blasting cost was developed as an added cost requirement, when the job was excavated into, for very much of the material that had been formerly brought up as dust in your core drillings, and had been accordingly estimated by you at only thirty-five cents per yard. Such material fairly on your own basis of estimating, considering that as against your preliminary erroneous judgment it required blasting, should have been fifty-four cents per cubic yard instead of your estimated thirty-five cents.

As a further evidence that you miscalculated beyond all reasonable limits because of the dust brought up by your core drillings stands the following. Your estimated quantity of the specified "Class A" was 60,000 cubic yards, while your total, on above stated arbitrarily applied classification thereof, as shown on your proffered "Estimate No. 14-Final" dated January 4, 1935, was 125,814.5 cubic yards (more than double your preliminary estimate thereof). Your preliminarily estimated quantity of the specified "Class B" was 379,000 cubic yards, while your total, on above stated arbitrarily applied classification thereof, by such "Estimate No. 14-Final" was 332,015.3, a difference of only 46,985.7 cubic yards less than preliminarily estimated. These variances are not consistent with good engineering or with good contracting practices in estimating, and must appeal to any impartial estimater, as well as to the court and layman, as conclusive evidence that your engineering forces grossly miscalculated.

Naturally, where your own engineering forces were so far mislead and accordingly so grossly miscalculated, we, too, were mislead as a result of your aforesaid miscalculations.

Next, with respect to the attempted special "Class A" and

"Class B" classifications, contained on sheet No. 14 of the special provisions, which Mr. Baldock first sought to apply but later abandoned, we respectfully submit the following:

We were geologically advised at the time of entering this contract, and by Mr. Baldock in conference with the writer on December 29, 1934, that "sound, solid, undecomposed, unshattered mass granite" was but another designation of "tombstone granite" and that its known abrasive loss limit was 3% or less. Therefore, both by geological and ordinary common-sensed reading of the aforesaid attempted "Class A" special provision, as well as by application of the usual rules of punctuation, the phrase in such provision, "it shows an abrasive loss not exceeding ten per cent (10%)" applies only to the words "or basalt rock of such hardness and toughness that when subjected to the standard abrasion test", and cannot apply to the fore part of such sentence. There was no basalt rock encountered, so that such portion becomes contract surplusage.

Further, in this connection, we have been reliably advised by engineers of undoubted standing, and who are ready to testify authoritatively thereon, that the "standard" abrasion test is a method prescribed by the American Society For Testing Materials only for abrasive quality of broken stone and broken slag for surfacing material. It originated with the idea of having a stone surface covering that would resist the crushing effect of metal wagon tires. It has long been used for such ascertainment of fracture for surfacing, but the attempted use of it as a means of classifying solid rock excavation, as was planned originally by you to do in this contract, constitutes an entire anomaly, not based on either field practice or usual methods and not truly determinative of either cost value of removal of materials or fill value thereof to the roadway.

Except for this contract, and the aforesaid later one adjoining this contract to the south, into which have been carried the same provisions unquestionably because you had been informed that we would make claim, we are similarly advised: that it is almost a certainty that no engineer of standing has ever heretofore tried to apply this rattler test for classifying excavation; that neither the engineering profession nor the contracting industry will approve it as a fair or practical method f0r determining basicly fair rate of compensation for rock work performed; that although later abandoned, it was originally inserted in this contract as an experimental novelty as against time-tried standard methods of classifying, which standard methods are provided for in the general specifications to this contract; and that there is no engineering or practical justification for its insertion. In fact, your own abandonment of it is positive proof of the entire lack of any such justification.

As against what was urged to the writer at the aforesaid conference with Mr. Baldock and his staff, on December 29, 1934, that if objection is made that the major portion of the materials encountered do not fall within such "Class A" then all other materials have to be classified as "Class B" under such special provisions, we are legally advised to the contrary for two reasons:

First, page 120 of our contract does not legally permit the state to substitute for the general provisions for classification, of which there are three prescribed limits in classifying, i. e., the three classification basis, the two classification basis and the single classification basis--, pp. 20-21, of the standard specifications. The context on page 120 allows only "special provisions and instructions supplementing and qualifying" (not substituting for) "the foregoing standard specifications and general provisions, making them applicable to the particular work to be done". (Not, "making them" inapplicable to the particular work to be done.)

The last sentence of such context on such page 120 is to be read in the light of, and not in disregard of, the context immediately preceding it. In other words, if there is "a conflict between these special provisions and instructions" (i. e. such as supplement or qualify, not such as attempt substitution for, the standard specifications) then, and only then, "the special provisions and instructions shall govern". That last sentence has to apply only to special provisions and instructions which make the standard specifications and general provisions "applicable to the particular work to be done." It can not apply to something that makes the standard specifications and general provisions inapplicable.

It is, therefore, respectfully submitted that since the attempted rattler test tried by Mr. Baldock neither had authorization under the contract terms nor was held to in classifying, it became, not only by the very wording of the state's preparation of contract but also by Mr. Baldock's abandonment thereof, a nullity. This left, and there still remains, the two classification basis (page 21 of the contract) to control for fair and adequate payment for the work performed, to which payment we are legally entitled.

There is no such designation as "rock excavation" in the standard specifications, the term there being for each of the three bases of classification, "solid rock". There is no definition of "rock excavation" in the attempted special provisions to this contract. Therefore, "rock excavation" must, fairly to the contractor, be construed as all rock except "solid rock" as defined in each the three classification basis and the two classification basis of the contract's standard specifications (pp. 20-21, contract).

We have accordingly made and herewith submit our claim for compensation on such basis. The total excavation performed was between 85% and 90% solid rock excavation, within such definition, and it is upon such basis that our claim, for the designated yardage quantities, is legally asserted.

As against such legally asserted claim, we wish, however, to offer, and do hereby also submit, an alternative claim for settlement with the state, which will not invoke the state's technical fralities of contract and will not result in its paying more than actual costs and force account percentage thereon to us.

As shown by the "Cost Analysis Final Report, Nov. 27, 1934, Pacific Highway, Neil Creek-Barron Creek, Grading, contract 1502, Prefix 15 P. G.", signed E. H. Clymer, our total costs of performance to that date and to the end of the job were $231,026.02. Mr. Clymer, as highway department cost analyst, has not questioned, in his said analysis or otherwise, any of the costs contained on our books as having in fact been expended in economically and expeditiously conducted operations of contract performance. Also the high-class, workmanlike and expeditious performance of our work in the field has not been questioned.

Therefore, as an alternative for present settlement of our claim and current payment thereof without litigation, and not otherwise, we are willing and hereby offer on such basis (without any waiver of our full legal rights, under the "Primary Claim For Balance Due Contractor" likewise submitted herewith, if this offer be not so presently accepted and paid by the state) to accept payment of the following items as certified to you by Mr. Clymer as aforesaid: Our labor items of $79,696.87, plus $11,844.53 (15% of $79,696.87, see p. 17 of contract for rate), plus our remaining costs of $151,329.15, plus $7,566.45 (5% of $151,329.15, see id.), or a total of $250,437.00, being a net of $40,257.44 in addition to the total of $210,179.56 heretofore carried in the estimates for this work performed, and shown by submitted "Estimate No. 14-Final" dated January 4, 1935.

We ask your early consideration and answer upon the attached submitted claim, or alternative claim if accepted, and this communication.

Duplicate executed copies of this communication are herewith transmitted and a like executed triplicate copy thereof is retained by us, each to have full force as an original in the event we are forced to litigate.

In connection with the foregoing we shall be very glad to discuss any details or supply any further information, as you may request.

Respectfully yours,

VON DER HELLEN & PIERSON

BY (Signed) WM. VON DER HELLEN

RESUME BY H. G. SMITH

CLAIM OF VON DER HELLEN & PIERSON

on

Contract #1502 - Neil Creek-Barron Creek Section of
Pacific Highway

BASIS

Claim based on quantum meruit theory (as much as he deserves) (Standard Dictionary) the measure of value recoverable for work done, when a special contract as to compensation is not proved.

AMOUNT

Claims $109,839.44 based upon 85% solid rock and 15% common. Offers to settle for $40,257.44 which is represented to be cost plus 15% on labor and 5% on balance.

Contractor's argument for quantum meruit:

1 - Class "A" and B" are legally a nullity and were abandoned by the State Highway Engineer in classifying.

(a) The State Highway Department were led into erroneous belief by the test holes that there was a heavy overburden of loose material down to where the tombstone granite was encountered.

(b) That this is proven by the special provision "as far as practical the material to be excavated shall be loosened by means of rooters and scarifiers and shall be excavated without previous loosening. The use of explosives shall be avoided as far as practical. Such blasting as must be done shall be controlled in a manner which will avoid possible shattering or loosening of material back of slope lines."

(c) Contractor purchased $30,000 worth of scarifiers and scrapers in line with above provisions.

(d) E. A. Collier agreed that scraper methods would have to be abandoned and drilling and shooting be the principal basic method of operation. This change added in actual blasting cost of 19 ¢ per cubic yard.

(e) That about April 1st, the abrasion test was abandoned and the monthly estimate was based upon a relationship to the money available for the job and not by the application of either 10% "abrasion loss" or by the two classification basis.

(f) That H. G. Smith advised the material had proven entirely different from what the State Highway Department had expected from its test borings, and that the contractor was lulled into the belief that the work performed would be fully and fairly paid for.

(g) That the unbalancing of quantities on the job indicates that the department expected "dusty" materials.

(h) An absolute lack of meeting of minds and mutuality for fair dealing under the contract, thereby resulted from the test pits, specifications and estimate.

(i) That the engineer's estimate for Class "B" of thirty-five cents per cubic yard is the going price for free digging material, plus eight or ten cents for compaction.

(j) That the variation between the preliminary and final estimates are not consistent with good engineering or with good contracting practice in estimating and is conclusive evidence that the engineering force grossly miscalculated, and consequently the contractor was also mislead by the miscalculation.

(k) That the common-sensed reading of the Class"A" special provision, as well as the application of the usual rules of punctuation, the phrase in such provision, "it shows an abrasive loss not exceeding 10%" applies only to the words, "or basalt rock of such hardness and toughness that when subjected to the standard abrasion test."

(l) That the standard abrasion test has never been applied to classification; that neither the engineering profession or contracting industry will approve it as a fair or practical method of determining basicly fair rate of compensation for rock work performed; that it was originally inserted in this contract as an experimental novelty as against time-tried standard methods of classifying, and that there is no engineering or practical justification for its insertion.

(m) That the abrasion method of classification was abandoned under Baldock's classification.

(n) That Page 120 of the specifications does not legally permit the State to substitute for the three prescribed classifications, but only to supplement and qualify the foregoing standard specifications, making them applicable to the particular work to be done.

(o) Rattlar test neither authorized under contract terms nor was held to in classifying therefore there remain only the 2 classification basis called for in the general provisions.

(p) Claim 85 to 90% of solid rock but do not wish to invoke the State's technical frailties of contract and whish only the alternative suggested for present settlement.

3/26/35

RESPONSE OF H. G. SMITH TO VON DER HELLEN ARGUMENT

1. The class "A" - "B" specification is a logical specification for material of this type in which hard or tombstone is interspersed throughout the weathered granite cuts. The percentage of sand material on these cuts was very small and was fully disclosed by the open test pits which were dug down as far as excavation could be carried without shooting. The remainder of the material (except from 287 to 305+) was very ancient granite which had decomposed to varying degree but which contained ridges or plums of tombstone throughout the matrix. Originally this work was advertised on a single classification basis but the diversity of opinion was so great among contractors concerning the amount of tombstone granite to be encountered that the single classification was proven unsuited.

The same objection is to be found to the standard two classification specification because the open test pits had fully disclosed the small amount of common and therefore the contractor was virtually bidding on the nature of the rock.

The three classification specification was clearly out of place because there was no typically intermediate material and this specification has been made obsolete by the use of modern equipment. Therefore in view of the great depth of cut which could not be adequately test pitted except at enormous expense, protection must be given to the contractor against encountering unanticipated quantities of tombstone granite and a specification was written to that end.

The state highway engineer did not abandon Class "A" or "B" in his classification of the work, but merely practically applied the specification to the material encountered. Specifications in every organization, whether private or governmental, are individually different and are changed from time to time. There is no stereotyped specification for classification or method of determining a definite classification but it must be determined from the specification by the judgment and experience of the engineer.

Mr. Baldock has systemized classification and has had a more and varied experience with classifications than any engineer in the State service, therefore he personally made the classification at the request of the contractor and the classification in the final estimate is in accordance with the special provisions for "A" and "B" classifications as interpreted by his knowledge and experience at the difficulty of excavating the material where the class "A" material was interspersed around the Class "B" material. From station 287 to 305 or for a yardage of 55,000 cu. yds., 8% of the job, a species of sandstone was encountered with shot very blocky. As this was not the typical granite formation for which the specifications were written, the blocky material was considered equivalent to Class "A" material and estimated accordingly.

(a) The State Highway Department was fully informed from open test pits that from 2 to 6 ft. of sandy soil overlaid the granite cuts. Borings were also made with a core drill down to grade in several of the cuts. These borings clearly indicate that there were two types of granite, one hard and one softened to an indefinite extent by leaching and weathering, but it was clearly known from the original test pits that this material must be loosened by shooting for they were dug by hand as far as it was possible to go.

The Southern Pacific Railroad had large cuts on both sides of the new highway which were a guide to bidders. The highway department anticipated that every yard below the soil would need to be loosened by shooting. They were unable to determine how this material would work, after shooting or how much tombstone granite or intrusions of basalt would be found in the cut. They were aware of the sandstone from Sta. 287 to 305 but since the cuts were relatively small, there was no particular attempt made to determine how it would shoot or handle.

(b) Hydraulic scrapers and scarifiers are a recent perfection and as operated by some contractors can move much material that formerly had to be shot. Even yet the practice is not uniform in the use of these tools and some contractors still persist in shooting material that others can move without. It is very desirable that the slopes of large cuts be left in as firm and natural condition as possible, for this reason it was specified that the material be taken off in lifts of from 1 to 20 feet and coyote hole blasting is prohibited.

(c) The contractor informed me that he was merely using scraper and bull dozers to strip the cuts and prepare the hauling roads; that he anticipated a rather severe winter and did not wish to move his shovels in until spring. The secret of cheap operation for this job was to devise some method of getting the material into the fills without truck hauling it to the bottom. The contractor anticipated and tried to use a drag line for this purpose but abandoned it as uneconomical.

In my estimation the failure of his dragline on account of the height of cuts and depth of fills is the reason why the contractor could not achieve his anticipated costs. As far as I know the entire engineering personnel anticipated that the granite would have to be shot, although there were some examples to indicate that it might be shaved with a bull dozer. I believe that the contractor was anxious to bull doze as much material as possible and did his best to scarify or shave it.

(d) Clymer gives the cost of drilling and shooting at 16.2 cents per cu. yd. which of course includes the hard granite as well, therefore, the cost of shooting the class "B" must be around 10 or 12 cents per cu. yd.

(e) The State Highway Engineer has promised Mr. Von der Hellen that he would make a personal inspection of his job to check over the classification being given by the resident engineer. This was arranged for about April first, but at the last minute Mr. Baldock was prevented from going. He instructed me to see Von der Hellen, explain his inability to keep his engagement and assure him that he would personally make the final classification. It seemed unnecessary and inadvisable therefore for me to settle any difference about classification and therefore no detailed examination was made in the field. However, from time to time the estimate were checked against the preliminary and of course everything that it was possible to anticipate was given in the monthly estimates. The resident engineer had worked out his final prior to Mr. Baldock's classification. Monthly estimates are rarely if ever measured, but are usually approximated to give the contractor as large monthly estimates as possible and still not over run the final. In this instance more would have been given in the monthly estimate had not the overbreak been underestimated.

(f.) I merely advised Von der Hellen that Mr. Baldock could not be present for some time but that he was mindful of his promise and would personally make the final classification. I therefore told them that there was no need to go over the classification then. In spite of his verbal statement, I did not tell him that the job would be settled on a force account basis as no such method of procedure was ever discussed or ever entered my mind. I have never known an instance where the contract was set aside by the engineer and consequently any such procedure would never enter my mind. I think everything has been done which I told Von der Hellen would be done. Mr. Baldock personally made the final classification and was very considerate of all the problems involving the interspersing tombstone granite, and the sandstone cuts from Sta. 287 to 305. The contractor was very liberally and fairly treated in the classification.

(g) The excess cut quantities necessary to make the fills was occasioned partly by the 59,000 cu. yds. of overbreak beyond the anticipated slopes. This instead of indicating "dusty" material indicate that the original slopes were planned for rock. The excess is also due to our lack of knowledge regarding compaction. The information which we had received indicated a shrinkage on this class of material. Excepting from Sta. 287 to 305 the material acted as anticipated in that it pulverized on the fills and should have filled all the voids in the harder granite. However, the material actually had a swell instead of shrinkage but this merely indicates a lack of knowledge concerning compaction. It is absurd to contend that the engineering department contemplated "dusty" materials.

(h) There was absolutely a "meeting of minds" on this contract. The contractor knew that he had to excavate the cuts and place them in the fills in a certain manner. He did all this according to specifications without a single objection. Therefore he knew exactly what was expected and this is the only portion of the job where minds are supposed to meet. The contractor is required to bid from his own inspection and classification and not from engineering estimates. Von der Hellen has lived for many years in this vicinity and should be very familiar with the adjacent territory.

(i) The estimate for Class "B" allow 10 cents for shooting, 18 cents for excavating and .07 cents for compaction. Many jobs of much harder material than this have been let for equal prices.

(j) An unusual amount of money was spent on test drilling to determine the amount of class "A" material, and therefore the data were the best which were economically possible to obtain. The contractor had had the advantage of a prior letting in which all his competitors' ideas were disclosed, therefore there was unusual information available concerning the job.

(k) This is a very technical and involved interpretation of the special provisions. It is self evident that a contractor would never sign and move on to the job if he had bid on such a misinterpretation of the specifications.

(l) As explained under 1, these large cuts are not adapted to any "time-tested method of classification" as the two classification basis on the job would be nearly identical and the single classification. Either of these would be unfair to the contractor since the cuts were of such unprecedented depth and size.

(m) The abrasion method was not abandoned under Mr. Baldock's classification.

(n) According to custom, the special provisions are used to bring up to date in any manner the bound specifications. If this be not permissible all contracts are void.

(o) Assuming that Class "A" and "B" were held to go beyond the province of special provisions then the two classification basis cannot be used because it is self evident that the bid prices were based upon Class "A" and "B". If there was not a meeting of minds originally certainly there could be "no meeting of minds" or equity in substituting a two classification basis for that called for. If the contract be overthrown certainly equity will be held to be based upon cost and performance.

(p) I can see no reason why this contract was misrepresented more than any other contract under which the contractor bid too low. We have many jobs where the contractor has lost money due to his error in judgment as to the difficulty in doing the work. On many of the jobs perhaps the engineers were also mistaken. On the other hand jobs have turned out easier than anticipated but we have never refused full contract payment.

VON DER HELLEN AND PIERSON
GENERAL CONTRACTORS
MEDFORD, OREGON

May 16, 1935.

Hon. Henry F. Cabell,
Chairman, Oregon State
Highway Commission,
1151 Southwest King Street,
Portland, Oregon.

Dear Mr. Cabell:

Re: Claim of Von der Hellen and
Pierson under State Highway
Contract No. 1502--Pacific
Highway, Neil Creek-Barron
Creek Section, Jackson County.

Near the middle of March this year we submitted a primary claim and an alternative claim with accompanying letter, in explanation thereof, addressed to the Members of the State Highway Commission and to the State Highway Engineer. Also in connection therewith we submitted the final estimate figures as prepared by the State Highway Engineer, and executed by us, subject to reservation of our rights under such additional claim.

We have since had a communication from the State Highway Engineer stating that he could not allow the claim, but expressing an entire willingness that its contents be discussed with the State Highway Commission.

We respectfully ask that this claim be read and considered by the members of your commission and that then we be privileged to appear before you to present our position. At this time I wish to assure you that we have had a positive loss of many thousands of dollars, in faithfully performing the construction work in question, and that none thereof has been the result of either an unbalanced bid or of under bidding according to the contract and specifications. In fact, we have a definite legal position, in justification of our position, which must appeal to any lawyer who will give the matter an impartial consideration.

We are definigely of the opinion that the personnel of the new State Highway Commission is unprejudiced, and that it will much prefer to have a round table discussion with us, after

VON DER HELLEN AND PIERSON
GENERAL CONTRACTORS
MEDFORD, OREGON

May 16th, 1935.

P. #2 - Hon. Henry F. Cabell.

it has been advised legally on our claim, than it would to defend a court action. We have no desire to sue the State of Oregon except as a last alternative and upon your refusal to hear and consider our claim.

Please appreciate that your attention and consideration to this claim are sought by us in the sincere belief that you have not and will not prejudge our position, regardless of any attitude taken by the existing State Highway Engineer, until you have had the opportunity of a hearing of both sides and have been fully advised legally.

The courtesy of your answer to this communication will be appreciated, as soon as you are able to let me hear from you.

Respectfully and sincerely yours,

VON DER HELLEN AND PIERSON

BY Wm von der Hellen

RECEIVED
[illegible] 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Stencil No. 124
Oregon FAP No. 190-A
Neil Creek-Barron Creek Section

February 17, 1937

RECEIVED
FEB 18 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Fron

Agrn 16251

Form P. R. 2
State Oregon
Project No. 190-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of January, 1937

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of November, 1932, a project statement, which was approved by the Secretary on the 17th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 21st day of October, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifteen thousand, nine hundred and no/100 dollars ($15,900.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 282+30, the south end of section F of said project, in the SW¼, sec. 31, T. 39S., R. 2E., W.M. and ending at survey station 362+00, the north end of section C of said project, in the NW¼, sec. 8, T. 40S., R. 2E., W.M.

, length 1.509 miles, in Jackson County, being Section A of Oregon project No. 190, consisting of 1.509 miles of roadway and no bridges, e[illegible] of more than 20 feet clear span,

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof under its di

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917, Chap. 31, laws 1920
(Include date and citation of

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifteen thousand, nine hundred and no/100 dollars ($15,900.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-six thousand, sixty-eight and no/100 dollars ($26,068.00), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[redacted]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws of 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of Fifteen thousand, nine hundred and no/100 dollars ($15,900.00), certified to the Secretary of the Treasury as above mentioned, which does

---

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of February, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 190-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 26,068.00 as the total estimated cost of said project, and the sum of $ 15,900.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 4th day of February one thousand nine hundred and thirty seven

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

RECEIVED
NOV 30 1936
FOR FILING

190-a

November 25, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Neil Creek-Barron Creek Section, F. A. Project No. 190-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 190-A

NEIL CREEK-BARRON CREEK SECTION OF

THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 18, 1936

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork- -$ 214,313.70
NRH Funds, Roadwork -$ 194,933.75
Length- 1.509 miles

NEW WORK

Surfacing and Bituminous Macadam

600	cu. yds.	Excavation, Single Classification	$ 0.30	$ 180.00
400	yd. mi.	Truck Haul	0.14	56.00
1.51	miles	Finishing Roadbed and Slopes	200.00	302.00
1,100	cu. yds.	Gravel Topping	0.80	880.00
2,600	cu. yds.	Granite in Leveling Course and Shoulders	0.40	1,040.00
1,800	yd. mi.	Hauling Leveling Course and Shoulder Materials	0.15	270.00
3,250	cu. yds.	Coarse Materials in Surfacing	1.40	4,550.00
900	cu. yds.	Key Materials in Surfacing	1.50	1,350.00
530	cu. yds.	Screenings	1.40	742.00
1,000	cu. yds.	¾" Rock in Shoulders	1.40	1,400.00
320	cu. yds.	Filler	0.40	128.00
480	yd. mi.	Hauling Filler	0.15	72.00
620	M-Gal.	Sprinkling	1.50	930.00
151	miles	Preparation of Base	100.00	151.00
2,360	cu. yds.	Mineral Aggregate in Place	2.80	6,608.00
160	tons	Asphalt in Place	25.00	4,000.00
40	tons	Cutback Asphalt in Binder Course	26.00	1,040.00

Subtotal	$ 23,699
10% Engr. & Cont.	2,369
Total	$ 26,068

Length	1.509 miles
Cost per mile	$ 17,275

Federal Aid Funds Requested- -$ 15,900
State Funds- 10,168

$ 26,068

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
NOV 30 1936
FOR FILING

190-a

October 16, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Neil Creek-Barron Creek Section, F. A. Project No. 190-~~W~~. A

Five blueprint copies of the quantity summary sheet and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department　　　　　Federal Aid Project No. 190-A

NEIL CREEK-BARRON CREEK SECTION OF
THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 18, 1936

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork- -	-$ 214,313.70
NRH Funds, Roadwork -	-$ 194,933.75
Length- -	- 1.509 miles

NEW WORK

Surfacing and Bituminous Macadam

600	cu. yds.	Excavation, Single Classification	$ 0.30	$ 180.00
400	yd. mi.	Truck Haul	0.14	56.00
1.51	miles	Finishing Roadbed and Slopes	200.00	302.00
1,100	cu. yds.	Gravel Topping	0.80	880.00
2,600	cu. yds.	Granite in Leveling Course and Shoulders	0.40	1,040.00
1,800	yd. mi.	Hauling Leveling Course and Shoulder Materials	0.15	270.00
3,250	cu. yds.	Coarse Materials in Surfacing	1.40	4,550.00
900	cu. yds.	Key Materials in Surfacing	1.50	1,350.00
530	cu. yds.	Screenings	1.40	742.00
1,000	cu. yds.	¾" Rock in Shoulders	1.40	1,400.00
320	cu. yds.	Filler	0.40	128.00
480	yd. mi.	Hauling Filler	0.15	72.00
620	M-Gal.	Sprinkling	1.50	930.00
1.51	miles	Preparation of Base	100.00	151.00
2,360	cu. yds.	Mineral Aggregate in Place	2.80	6,608.00
160	tons	Asphalt in Place	25.00	4,000.00
40	tons	Cutback Asphalt in Binder Course	26.00	1,040.00
			Subtotal	$ 23,699
			10% Engr. & Cont.	2,369
			Total	$ 26,068

Length	1.509 miles
Cost per mile	$ 17,275

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - -	-$ 15,900
State Funds- -	- 10,168
	$ 26,068

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department

Federal Aid
Project No. 190-A

NEAL CREEK-DARTON CREEK SECTION OF
THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 16, 1936

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork- - - - - - - - - - - - - - - - - - - -	$214,313.70
NRH Funds, " - - - - - - - - - - - - - - - - - -	194,933.75
Length- -	1.509 miles

NEW WORK

Surfacing and Bituminous Macadam

600	cu. yds.	Excavation, Single Classification	$0.50	$ 300.00
400	yd. mi.	Truck Haul	0.18	72.00
1.51	miles	Finishing Roadbed and Slopes	100.00	151.00
1,100	cu. yds.	Gravel Topping	1.10	1,210.00
2,600	cu. yds.	Granite in Leveling Course and Shoulders	0.40	1,040.00
1,800	yd. mi.	Hauling Leveling Course & Shoulder Materials	0.14	252.00
3,250	cu. yds.	Coarse Materials in Surfacing	1.75	5,687.50
900	cu. yds.	Key Materials in Surfacing	1.75	1,575.00
530	cu. yds.	Screenings	1.75	927.50
1,000	cu. yds.	3/4" Rock in Shoulders	1.75	1,750.00
320	cu. yds.	Filler	0.40	128.00
480	yd. mi.	Hauling Filler	0.18	86.40
620	M-Gals.	Sprinkling	2.50	1,550.00
1.51	miles	Preparation of Base	100.00	151.00
2,360	cu. yds.	Mineral Aggregate in Place	2.40	5,664.00
160	tons	Asphalt in Place	26.00	4,160.00
40	tons	Outback Asphalt in Binder Course	27.00	1,080.00
			Subtotal	$25,784
			10% Engr. & Cont.	2,578
			Total	$28,362

Length	1.509 miles
Cost per mile	$18,795

Federal Aid Funds Requested- - - - - - - - - - - - - - - - -	$17,300
State Funds- -	11,062
	$28,362

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

190-A

April 23rd, 1936

IN REPLY PLEASE
REFER TO FILE No.

Mr. Jas. A. Davis
Construction Engineer
Department of Highways
State of Washington
Olympia, Washington

NOTED
State Highway Engineer

Dear Sir:

Attached herewith are the results of the abrasion tests on the samples of rock which have been submitted recently on the Neil Creek-Barron Creek Section.

I do not find any of these samples particularly marked with your name, and apparently they were not forwarded under that designation. If you are unable to identify the samples which you mentioned, please advise with reference to station number, and I will endeavor to identify them.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: R. H. Baldock ✓

FORM S-A-1 5M 1-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

190-a

March 16, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. A. N. Swartley,~~
~~Corvallis, Ore.~~

Dear Sir:

We are enclosing a voucher covering your services in connection with the examination of the Barron Creek-Neil Creek Section of the Pacific Highway.

Please execute the voucher before a Notary Public and return to this office. We will then place your claim in line for payment.

Yours very truly,

R.H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

NOTED
State Highway Engineer

FORM S-A-1 6M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

190-a

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

February 5, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Jas. A. Davis,
Construction Engineer,
Department of Highways,
Olympia, Wash.

Dear Sir:

We are sending by express the cross sections in connection with the Von der Hellen & Pierson claim on the Neil Creek-Barron Creek Section of the Pacific Highway.

Attached is a tabulation showing the difference between your classification and that of Mr. Baldock, which difference is 3468.1 cubic yards less for Classification "A" rock.

For your information we are also enclosing a set of roadbed standards for Oregon State Highways as requested.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓

190-a

February 5, 1936

Mr. S. H. Probert
Office

Dear Sir:

Herewith duplicate statement covering service and expenses of James A. Davis in connection with the case of Wm. van der Hellen vs. the State of Oregon. Please put this through for immediate payment on the revolving fund, sending Davis the necessary vouchers for execution attached to the invoice.

I neglected to send Mr. Davis these vouchers and consequently would appreciate your speeding the matter as soon as possible.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. Jas. A. Davis

FORM S-A-1 8M 9-29
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

198

January 7th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. A. M. Swartley
510 N. 5th Street
Corvallis, Oregon

Dear Sir:

Regarding the geological report on the Mail Creek-Barren Creek Section in the Siskiyou Mountains, concerning which I phoned you a few days ago, we are making this inspection on January 17th, and have arranged to conduct several engineers and geologists over the job on the morning of that date.

I suggest that you take the night train January 16th, which arrives in Ashland on the morning of the 17th. Professor Hodge is also taking that train. As Mr. Baldock and myself have other engagements en route, we are driving down but will meet you at the train or at the Lithia Springs Hotel upon your arrival.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 9-K-1 1500 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

CC CC

190-a

December 3, 1935

Honorable Tom W. Holman,
1510-1511 Exchange Building,
Seattle, Washington.

Dear Mr. Holman:

The Highway Commission gave very careful consideration to the claim of Mr. von der Hellen as presented by you at a recent conference held in Portland, and, while the Commission keenly regrets the difficulties which Mr. von der Hellen encountered and the loss which he may have sustained, the Commission was of the opinion that under all of the circumstances, not only those conditions and circumstances present during the construction period but those attending the submission of the proposal, it would not be justified were it to set aside the award made by the Engineer and substitute in lieu thereof an award by the Commission. I was, therefore, instructed by the Highway Commission to advise you that Mr. von der Hellen's claim for additional compensation was denied.

Before the Commission reached any decision it had before it a copy of the transcript of the discussion of the claim as carried on during the conference, the Commission likewise had copies of your proposed complaint, and other available information, including the contract and the proposal form. As I have stated, after careful consideration of all of these matters, the Commission reached the decision indicated in the above paragraph.

With kindest personal regards, I am

Yours very truly,

J. M. DEVERS

JMD:PW

cc Henry F. Cabell
E. B. Aldrich
F. L. Tou Velle
R. H. Baldock
H. B. Glaisyer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

130 a

OREGON STATE HIGHWAY COMMISSION

SALEM

November 5, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. James Davis
Construction Engineer
Washington Highway Department
Olympia, Washington

NOTED

Dear Sir:

In connection with the Von der Hellen & Pearson claim for additional compensation on the Nail Creek-Barron Creek section, I am sending the laboratory reports of the samples which were taken and abraded on that job.

A report from the Berke Bros. job immediately south of Von der Hellen's is also attached.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR
Enc. 2

cc to: R. H. Baldock

FORM 5-K-1 1500 8-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

190a

October 22, 1935

Honorable Tom W. Holman,
1310-1311 Exchange Building,
Seattle, Washington.

NOTED

Dear Mr. Holman:

I prepared copies of the proposed complaint in the von der Hellen matter and supplied each member of the Commission and the Chief Engineer with a copy. Yesterday at the Commission meeting the matter was considered by the Commission with the result that I was instructed to write you and say that the Commission will be glad to give you and Mr. von der Hellen a hearing, at which time you will be given every opportunity to present your claim in all its details and with such argument or support as you may want to offer.

The Commission will be in session in Portland November 7th and will arrange to meet November 6th at eight o'clock in the evening in the Benson Hotel for the purpose of listening to such argument or information as you and Mr. von der Hellen may wish to present in connection with the contractor's claim for additional compensation.

Please advise me at your earliest opportunity as to whether or not you care to appear before the Commission at that time, for I will want to inform the Commission of your decision since the Commission has especially set that evening for this matter.

With kindest personal regards, I am

Yours very truly,

J. M. DEVERS

JMD:PW

cc Henry F. Cabell
E. B. Aldrich
F. L. Tou Velle
R. H. Baldock
H. G. Smith

5-K-1 1500 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

190a

October 22, 1935

Mr. R. H. Baldock,
Office.

NOTED

Dear Sir:

I have just received a letter from Mr. Tom Holman, representing von der Hellen & Pierson, and I note that each member of the Commission has been supplied with a copy of that letter. If you did not receive a copy let me know and I will make my copy available to you.

I have also received along with the same letter a copy of a complaint which I understand the contractor intends to file in the event no settlement is reached out of court. I have had copies of the complaint made and I am attaching for your personal use a copy of that complaint. I have made sufficient copies so that I can supply each commissioner with a copy and I am doing so together with a copy of this letter.

For your information I am inclosing a copy of my reply to Mr. Tom Holman. At your convenience and at the convenience of the Commission I believe this subject should be thoroughly discussed, especially in view of the fact that the personnel of the Commission has changed since the contract was awarded out of which the controversy has grown, and the personnel of the Commission has been changed again since the last time the subject received official consideration.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW
Inc.
cc Henry F. Cabell
E. B. Aldrich
F. L. Tou Velle

190-A

#1

October 19, 1935

Mr. B. E. Harder, President
The First National Bank
Medford, Oregon

Dear Sir:

This acknowledges your letter of October 17 advising that William von der Hellen, successor to von der Hellen & Pierson, contractors, has assigned to the First National Bank, Medford, a certain sum of money which he alleges is due him from the State Highway Commission for the construction of the Neil Creek-Barron Creek Section of the Pacific Highway in Jackson County, State Highway Contract No. 1302.

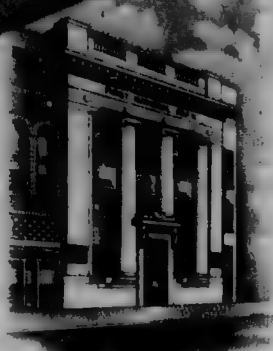
The State Highway Commission contends that it has already made final payment to von der Hellen & Pierson in connection with this project, hence there are no moneys to assign.

If any highway contractor desires to assign moneys due him from the State Highway Commission in connection with a project, an original, signed copy of the assignment on a form satisfactory to the State Highway Commission must be filed in the office of the Commission. Furthermore, the State Highway Commission will not honor any such assignment unless and until it has received from the surety on the bond furnished in connection with the particular project its written consent to the assignment.

Yours very truly,

HBG:MC

Secretary



7701

THE FIRST NATIONAL BANK

MEMBER FEDERAL RESERVE SYSTEM

MEDFORD, OREGON

B E HARDER, PRESIDENT
E D THORNDIKE, VICE PRES. AND TRUST OFFICER
ROBERT C HART, ASSISTANT TRUST OFFICER
ORIS CRAWFORD, CASHIER
O D FRAZEE, ASSISTANT CASHIER
W. L. BEENEY, ASSISTANT CASHIER
R E. PAYNE, ASSISTANT CASHIER

October 17, 1935

State Highway Commission
Salem
Oregon

Gentlemen:

William Von der Hellen, successor to Von der Hellen & Pierson, Contractors, in their contract with the State of Oregon, through its State Highway Commission, and dated the 16th day of September, 1933, for construction of 1.51 mile of grading in the Neil Creek - Barron Creek section of the Pacific Highway, Jackson County, Oregon, and which contract is numbered 1502, has assigned to this Bank sufficient of the avails of said contract, and his interest therein, as security for sums not exceeding $5,000.00, plus interest, for which he is or may be indebted to the Bank.

Please take notice of this assignment and govern yourselves accordingly in the settlement of the amount to be determined to be due to Mr. Von der Hellen under said contract.

Please acknowledge receipt.

Very truly yours,

B E Harder

President

BEH:B

170 a

NOTED
State Highway Engineer

October 16, 1936

Hon. J. M. Devers,
Assistant Attorney General and
Legal Adviser to the
Oregon State Highway Commission,
Salem, Oregon.

Re: Oregon State Highway Contract
No. 1808 - Neil Creek-Barron Creek
Section, Pacific Highway; claim
of von der Hellen & Pierson, Contractors; Wm. von der Hellen, owner
by assignment.

Dear Mr. Devers:

Under date of March 9, 1936, in furtherance of the proffered final estimate No. 14 of January 4, 1936, von der Hellen & Pierson, as contractors under above contract, in executing and returning such proffered estimate, did so with reservation of rights to their additional concurrent claim for $112,286.54, subject to a percentage retention of $3,297.10 therefrom so as to leave a net claim of $108,989.44. This claim as transmitted was accompanied by a letter of like date to Mr. R. H. Baldock and the other members of the Oregon State Highway Commission, and incorporated in such claim by reference. It was also accompanied by an alternative claim, as an offer for immediate compromise and settlement (on a force account basis of actual costs of performance plus the force account percentages on the basis specified in such contract for force account work) at a total of $40,257.44.

The foregoing instruments were transmitted by Mr. von der Hellen by registered mail. After a very considerable delay Mr. Baldock wrote von der Hellen & Pierson stating that he could not allow the claim but expressing willingness that its contents be discussed with the Oregon State Highway Commission.

Mr. Von der Hellen, under date of May 14, 1936, wrote Hon. Henry F. Cabell, the then newly appointed Chairman of such highway commission, in which it was stated in part:

> "We are definitely of the opinion that the personnell of the new State Highway Commission is unprejudiced and that it will much prefer to have a round table discussion with us, after it has been advised legally on our claim, than it would to defend a court action. We have no desire to sue the State of Oregon except as a last alternative

> and upon your refusal to hear and consider our claim.
>
> "Please appreciate that your attention and consideration to this claim are sought by us in the sincere belief that you have not and will not prejudice our position, regardless of any attitude taken by the existing State Highway Engineer, until you have had the opportunity of a hearing of both sides and have been fully advised legally.
>
> "The courtesy of your answer to this communication will be appreciated, as soon as you are able to let me hear from you."

No answer has been made to that letter, nor has any conference been accorded to such contractors.

Except for a loan security assignment of contract proceeds made by him to the First National Bank of Medford, Mr. von der Hellen now owns, by assignment to him from his former partner, C. A. Pierson, and from the former partnership on its dissolution, all interests in above designated contract and the returns therefrom. Continued silence for the intermediate five months since he wrote Mr. Cabell on May 16th dictates that I must now take affirmative action.

I regret that I have been forced to this conclusion, and I am yet hopeful that adjustment and settlement may be made without necessity of suit. Accordingly I am writing you as legal adviser of the State Highway Engineer of the State Highway Commission from Medford, Oregon, where I have come for the purpose of associating local counsel, having complaint in equity verified and arranging for commencement of suit. In final hope of not being forced to litigate for a court decree reforming Mr. Baldock's proffered final estimate so as to allow the additional $113,826.54 earned as "Class 'A' Excavation" but not allowed or paid, I am sending you herewith a copy of the summons and of the complaint for your information, which I am prepared to file and proceed under, in lieu of the aforesaid claim formerly filed, but which I am withholding pending answer to this letter. I am also transmitting copies of this communication to Mr. Baldock and to each member of the highway commission, at their respective addresses, with the sincere desire of both Mr. von der Hellen and myself, that a round table conference and settlement may be arranged by such gentlemen with you and us and that thereby litigation, which otherwise must result, will be averted.

Respectfully yours,

Tom G. Holmes
Attorney for the Von der Hellen,
1510-11 Exchange Building,
Seattle, Washington.

cc to Hon. Henry F. Cabell, Chairman
Oregon State Highway Commission,
1151 S. W. King St., Salem, Oregon;

Hon. J. M. Devers, Assistant Attorney General and
Legal Advisor to the Oregon State Highway Commission, Salem, Oregon.

Hon. E. B. Aldrich, Member State Highway Commission,
Pendleton, Oregon;

Hon. F. L. Tou Velle, Member State Highway Commission,
Jacksonville, Oregon.

Const.
Com. & Agree.
Jackson Co.
190a

May 31, 1935

Von der Hellen and Pierson
General Contractors
Medford, Oregon

Dear Sirs:

Replying to your inquiry of May 29 regarding payment of the final amount due you in connection with the Neil Creek-Barron Creek contract, wish to say that the final voucher is now in the hands of the Secretary of State for the issuance of the warrant.

We expect that the warrant will be ready to be delivered to you within the next day or two.

Very truly yours,

Secretary

HBG:AJ

VON DER HELLEN AND PIERSON
GENERAL CONTRACTORS
MEDFORD, OREGON

6-29-35

State Highway Commission
Salem Oregon.

Gentlement Will you please advise me when I may expect check for the amount retained on my Neil Creek Barron Creek contract.

Truly Yours
Wm von der Hellen

Const
Cont & Agree
Jackson Co.
190a

May 27, 1935

Mr. Henry F. Cabell, Chairman
Oregon State Highway Commission
1107 Failing Building
Portland, Oregon

Dear Sir:

Herewith report by S. H. Probert, Office Engineer, on the von der Hellen matter. I would also appreciate your keeping this confidential.

Very truly yours,

State Highway Engineer

RHB:HI

(Cont. #1502)

5M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 25, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

COPY

Dear Sir:

In compliance with your request, I have studied Mr. von der Hellen's letter of March 9th, concerning his claim for extra compensation under his contract for the grading of the Neil Creek-Barron Creek Section of the Pacific Highway (Contract 1502). In connection therewith, I have the following comments to make.

Mr. von der Hellen's loss was occasioned entirely by misjudgment of the nature of the materials to be excavated under the bid item "Class 'B' Excavation," which misjudgment led him to bid 27 cents per cubic yard for excavation estimated by the engineer to be worth 35 cents per cubic yard. The additional 8 cents on the 332,015 cubic yards of material involved would have netted Mr. von der Hellen $26,500 and would have brought him through the job with a small profit. A bid price of 39 cents would have brought him the total amount which he now demands, which amount includes a profit of approximately $19,000.

Mr. von der Hellen admits the misjudgment of the materials referred to, but he is attempting to place liability for it on the State, claiming, (1) that the test holes drilled by the State indicated softer materials, (2) that the shrinkage estimated by the State indicated that the engineers expected softer materials, and (3) that the provision of the specifications which called for the loosening of a part of the materials with rooters and scarifiers indicated that the engineers expected softer materials.

That the engineers were not misled by the test hold drillings, and that they did not anticipate softer materials appears to me to be shown by the fact that the engineer's estimate was adequate to cover the cost of excavating the materials encountered and by the further fact that they did not use the usual "solid rock-common" basis of classification, but adopted a classification specification in which the lower of the two classifications provided for embraced

rock so hard as to show an abrasive loss as low as 10 per cent.

The provision in regard to the loosening of materials with rooters and scarifiers, as far as practicable, did not indicate that the engineers expected more than a very few feet of the materials in the cuts to be loosened in that manner. Instead, the use of the words "as far as practicable," indicated that the engineers did not expect that any very considerable proportion of the materials could be loosened without blasting.

Regardless, however, of whether the engineers did or did not anticipate softer materials than were encountered, and regardless of what the State's drill holes indicated, the liability for misjudgment of the nature of the materials rests with the contractor and not with the State. This matter is covered by the following quotations from the specifications, the first of which is from the general specifications of the contract, and the second of which is from the special provisions of the contract:

> "It is understood that the contractor bases his unit prices upon his own estimates of classification, and the State Highway Commission will not be responsible for his failure to do so or for any errors in his estimates."

> "The State Highway Commission makes no representation that the nature of the materials to be excavated under this contract will be as indicated by the test pits which have been bored at a number of places on the project, and the State Highway Commission will not be liable to the contractor in any manner in case materials of a kind, class, nature, character or condition not indicated by the test pits, are encountered."

The specification governing the classification of the excavated materials reads as follows:

> "1. Class "A" Excavation shall comprise only such excavation as is in sound, solid, undecomposed, unshattered mass granite or basalt rock of such hardness and toughness that when subjected to the standard abrasion test, it shows an abrasive loss not exceeding ten per cent (10%).

> "2. Class "B" Excavation shall comprise all excavation (including rock excavation) other than that which classifies as Class "A" Excavation"

Mr. von der Hellen pronounces this specification a "nullity," because it is a specification not in common use, and because it is, in

his opinion, a "substitute specification" and not a "supplementing and qualifying specification," and because page 120 of the contract, while mentioning "supplementing and qualifying" provisions as being effective provisions, does not mention "substitute provisions." This argument is entirely quashed, however, by the provision on page 6 of the general provisions which reads as follows:

> "In cases of conflict in the requirements and provisions as set out by the standard specifications, the plans and the special provisions, it shall be understood that the special provisions take precedence over both the plans and the standard specifications, and that the plans take precedence over the standard specifications.

While Mr. von der Hellen would like to have the classification specification declared null and void, the specification proved to be an excellent one for drawing a line of separation between extremely hard rock and rock less difficult to move, as was desired on this particular project. The specification was clearly understood by Mr. von der Hellen both at the time he bid and during the progress of the work. He does not claim that it confused him or was the cause of his bidding the low price on Class "B" Excavation which caused him his loss. He admitted in my presence that he had been generously dealt with in classification, and he made no complaint as to the way in which the classification specification had operated.

Other points mentioned in Mr. von der Hellen's letter consist principally of citations to portions of the special provisions to which it would be possible to apply interpretations other than those intended. It is not claimed, however, that any of those portions were actually misinterpreted, or that because of any misinterpretation any loss was sustained. The citations are made, apparently, as a matter of legal strategy and for the purpose of confusing the issue.

In conclusion, I will say that in my opinion, Mr. von der Hellen has no valid claim, and that an allowance to him on the ground on which he is claiming it, would establish a very costly and otherwise undesirable precedent. I do not believe that it will be possible for Mr. von der Hellen to wage a successful case against us in the courts.

Very truly yours,

Office Engineer

SHP:ER

May 25, 1935

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

In compliance with your request, I have studied Mr. von der Hellen's letter of March 9th, concerning his claim for extra compensation under his contract for the grading of the Bell Creek-Barren Creek Section of the Pacific Highway (Contract 1502). In connection therewith, I have the following comments to make.

Mr. von der Hellen's loss was occasioned entirely by misjudgment of the nature of the materials to be excavated under the bid item "Class 'B' Excavation," which misjudgment led him to bid 27 cents per cubic yard for excavation estimated by the engineer to be worth 35 cents per cubic yard. The additional 8 cents on the 332,015 cubic yards of material involved would have netted Mr. von der Hellen $26,500 and would have brought him through the job with a small profit. A bid price of 39 cents would have brought him the total amount which he now demands, which amount includes a profit of approximately $19,000.

Mr. von der Hellen admits the misjudgment of the materials referred to, but he is attempting to place liability for it on the State, claiming, (1) that the test holes drilled by the State indicated softer materials, (2) that the shrinkage estimated by the State indicated that the engineers expected softer materials, and (3) that the provision of the specifications which called for the loosening of a part of the materials with rooters and scarifiers indicated that the engineers expected softer materials.

That the engineers were not misled by the test hole drillings, and that they did not anticipate softer materials appears to me to be shown by the fact that the engineer's estimate was adequate to cover the cost of excavating the materials encountered and by the further fact that they did not use the usual "solid rock-common" basis of classification, but adopted a classification specification in which the lower of the two classifications provided for embraced

rock so hard as to show an abrasive loss as low as 10 per cent.

The provision in regard to the loosening of materials with rooters and scarifiers, as far as practicable, did not indicate that the engineers expected more than a very few feet of the materials in the cuts to be loosened in that manner. Instead, the use of the words "as far as practicable," indicated that the engineers did not expect that any very considerable proportion of the materials could be loosened without blasting.

Regardless, however, of whether the engineers did or did not anticipate softer materials than were encountered, and regardless of what the State's drill holes indicated, the liability for misjudgment of the nature of the materials rests with the contractor and not with the State. This matter is covered by the following quotations from the specifications, the first of which is from the general specifications of the contract, and the second of which is from the special provisions of the contract:

> "It is understood that the contractor bases his unit prices upon his own estimates of classification, and the State Highway Commission will not be responsible for his failure to do so or for any errors in his estimates."
>
> "The State Highway Commission makes no representation that the nature of the materials to be excavated under this contract will be as indicated by the test pits which have been bored at a number of places on the project, and the State Highway Commission will not be liable to the contractor in any manner in case materials of a kind, class, nature, character or condition not indicated by the test pits, are encountered."

The specification governing the classification of the excavated materials reads as follows:

> "1. Class "A" Excavation shall comprise only such excavation as is in sound, solid, undecomposed, unshattered mass granite or basalt rock of such hardness and toughness that when subjected to the standard abrasion test, it shows an abrasive loss not exceeding ten per cent (10%).
>
> "2. Class "B" Excavation shall comprise all excavation (including rock excavation) other than that which classifies as Class "A" Excavation."

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his opinion, a "substitute specification" and not a "supplementing and qualifying specification," and because page 120 of the contract, while mentioning "supplementing and qualifying" provisions as being effective provisions, does not mention "substitute provisions." This argument is entirely quashed, however, by the provision on page 6 of the general provisions which reads as follows:

> "In cases of conflict in the requirements and provisions as set out by the standard specifications, the plans and the special provisions, it shall be understood that the special provisions take precedence over both the plans and the standard specifications, and that the plans take precedence over the standard specifications.

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Other points mentioned in Mr. von der Hellen's letter consist principally of citations to portions of the special provisions to which it would be possible to apply interpretations other than those intended. It is not claimed, however, that any of those portions were actually misinterpreted, or that because of any misinterpretation any loss was sustained. The citations are made, apparently, as a matter of legal strategy and for the purpose of confusing the issue.

In conclusion, I will say that in my opinion, Mr. von der Hellen has no valid claim, and that an allowance to him on the grounds on which he is claiming it, would establish a very costly and otherwise undesirable precedent. I do not believe that it will be possible for Mr. von der Hellen to wage a successful case against us in the courts.

Very truly yours,

Office Engineer

SHP:ER

Report
[illegible]
Jackson Co.
1900a

May 6, 1935

Von Der Hellen and Pierson
General Contractors
Medford, Oregon

Attention: Mr. Wm. Von Der Hellen

Gentlemen:

Acknowledgment is made of receipt of your letter of May 4th regarding the payment of final estimate in connection with your Neil Creek-Barron Creek Contract on the Pacific Highway in Jackson County.

I am referring your letter to Mr. R. H. Baldock, State Highway Engineer. Mr. Baldock is out of the office at the present time and is not expected to return until the last of the week.

Very truly yours,

RBG:OG

Secretary

Mr. Probert thinks that it was Mr. Baldocks intention to hold all funds until settlement had been made. He suggests that the letter be acknowledged and held until Mr. Baldock returns for final decision.

J. McF

N AND PIERSON
NTRACTORS
OREGON

— 35

hway Commission

Salem Oregon

Dear Sirs Some time ago we submitted a claim for additional compensation on our Neil Creek Barron Creek Contract on Pacific Highway in Jackson County. After some delay we received your letter denying our claim, but have not received any intimation from your office as to wether you would pay us the amount you are holding back on this ~~contract~~.

If you will look at the letter accompanying our claim you will see that we have signed the estimate, with reservation to exercise our rights to secure added compensation for this work, and enclosed this signed estimate with our claim.

Will you please inform ~~us~~ wether we will receive such retained payments ~~now~~ or wether you intend to hold this untill our claim is acted on

Truly Yours

VON DER HELLEN AND PIERSON
GENERAL CONTRACTORS
MEDFORD, OREGON

5-4-35

The Oregon State Highway Commission
Salem Oregon

Dear Sirs Some time ago we submitted a claim for additional compensation on our Neil Creek Barron Creek Contract on Pacific Highway in Jackson County. After some delay we recived your letter denying our claim, but have not received any intimation from your office as to wether you would pay us the amount you are holding back on this ~~contract~~.

If you will look at the letter accompanying our claim you will see that we have signed the estimate, with reservation to exercise our rights to secure added compensation for this work, and enclosed this signed estimate with our claim.

Will you please inform ~~us~~ wether we will receive such retained payments ~~now~~ or wether you intend to hold this until our claim is acted on

Truly Yours Wm von der Hellen

VON DER HELLEN AND PIERSON
GENERAL CONTRACTORS
MEDFORD, OREGON

March 9th, 1935.

Hon. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Re: Contract No. 1502,
Neil Creek-Barron Creek
Section, Pacific Highway.

Herewith executed and returned to you is your proffered "Estimate No. 14-Final", dated Jan. 4, 1935, for above entitled contract, with saving clause inserted therein for our rights to pursue our legal remedies notwithstanding our execution of such final estimate, also with final affidavit attached, likewise so safeguarded.

Also attached and herewith transmitted are duplicate executed copies of our claim with attached and incorporated communication as part thereof.

Respectfully yours,

VON DER HELLEN & PIERSON

BY Wm von der Hellen

This letter is sent registered,
return receipt requested, and a
duplicate thereof has been retained.

MAR 12 1935

FORM 5-A-1 15974 7600 7 34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Const Agree
Jackson Co.
1903

April 19, 1935

IN REPLY PLEASE REFER TO FILE NO.

von der Hellen and Pierson,
Medford, Oregon.

Attention: Mr. William von der Hellen

Re [illegible] Jackson Co.
Neil Creek - Barron Creek etc

Gentlemen:

Your claim for additional compensation for the performance of work required and provided for in your contract with the State, which contract bears date of September 16, 1933, and is otherwise known in the Department's records as Contract No. 1502, has been under discussion for several days and would have been answered at an earlier date were it not for the fact that the many and urgent demands on my time made impossible a thorough study of your claims and the argument which you filed in support of the same.

I have devoted much time and study to your claims. I have approached the problem not from a standpoint of sustaining the judgment I had heretofore reached with respect to the amount of compensation earned under the contract, but I read, studied and analyzed the whole matter and your argument to see if I could accept your premise and adopt as correct your conclusions, fully determined to approve your claims if at the conclusion of my study and examination I was convinced as to their correctness and validity under the plain terms of the contract.

I called into conference members of my staff who have personal knowledge of the facts and circumstances attending the performance of the work, and in a spirit of open-minded discussion went into every argument and claim advanced by you.

After a thorough examination of the various claims and matters submitted I can find no substantial fact or legal conclusion which in my opinion would warrant an allowance of your claims, and, therefore, I must advise you that the claim for additional compensation is disallowed.

The premise upon which you base your right to additional compensation, as I understand the situation, is that because of a failure of the minds of the contracting parties to meet in the first instance, due to condidions which you say were unknown to the parties and were not disclosed until the work was accomplished, the written agreement with respect to compensation should not control, but that compensation should be made on a basis of quantum meruit. With respect to this position my answer is that I do not agree with you as to the facts, for there were no discoveries during or at the conclusion of the job which were not anticipated and considered by myself and my staff before the specifications were prepared and disclosed to contractors by us in so far as information was obtainable. It is not within my province or authority as Engineer to set aside a written agreement and measure the compensation pursuant to any other method than the method provided for in the agreement. Therefore, not only because of the facts but because of the limit of my authority I find nothing upon which I can ignore the contract and measure the compensation under the theory of quantum meruit.

If you desire to take this matter before the Highway Commission such action on your part will not offend me in the least, but on the contrary I shall be glad to arrange for a hearing in the event you want to discuss the matter personally with the members of the Commission.

Yours very truly,

State Highway Engineer

RHB:PW

#1502

190A

January 7, 1935

Maryland Casualty Company,
Rodgers Banks Lipscomb, Agents,
Railway Exchange Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1502 for the construction of the Neil Creek-Barron Creek Section of the Pacific Highway in Jackson County has been completed by the contractors, von der Hellen & Pierson, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 17, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $210,179.56 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

December 7, 1934

Mr. Tom W. Holman
Attorney at Law
1510-1511 Exchange Building
Seattle, Washington

Dear Mr. Holman:

If convenient for you to call at my office at 9:00 a. m. on Saturday, December 29, I shall be glad to discuss with you the details of the final settlement with von der Hellen & Pierson on the contract for the Neil Creek-Barron Creek Section of the Pacific Highway, as requested in your letter of December 4.

With kindest personal regards, I am

Very truly yours,

State Highway Engineer

RHB:HI

(Copies sent to Messrs. H. G. Smith and E. A. Collier
with request to be present)

December 5, 1934

Mr. Tom W. Holman
Attorney at Law
1310-1311 Exchange Building
Seattle, Washington

Dear Sir:

Mr. Baldock is absent from the office and is not expected to return for two or three days, hence I am acknowledging receipt of your letter of December 4th concerning the Von der Hellen and Pierson contract. I shall be pleased to see that your letter is brought to Mr. Baldock's attention as soon as he returns.

Very truly yours,

HBB:GG

Secretary.

LMAN
AT LAW
311 EXCHANGE BUILDING
TELEPHONE MAIN 1810
SEATTLE, WASHINGTON

H. BALDOCK
HIGHWAY ENGINEER
SALEM

2 1 1934
COMMISSION

December 4, 1934.

Hon. R. H. Baldock,
Oregon State Highway Engineer,
Salem, Oregon.

Re: Contract No. 1508, Pacific Highway, Jackson County, Neil Creek-Barron Creek Section.

Dear Mr. Baldock:

On behalf of Von der Hellen and Pierson, the principal contractor on performance of the above entitled contract, I desire and shall appreciate very much the opportunity of discussing with you, at your convenience, the details of final settlement for this job.

Will you kindly advise me when somewhat later this month I may call upon you at Salem for such purpose?

Permit me to convey to you sincere personal regards and good wishes.

Respectfully yours,

TOM W. HOLMAN.

TWH:FR

FORM 2-6-1 16180 1M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

Nov. 20, 1934.

PR 190-A

NOV 21 1934
COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: R. H. PROBERT

Dear Sir:

Complying with your request of November 19th, we are attaching hereto three negatives showing construction on the Siskiyous, contract 1502.

Very truly yours,

E. A. Collier
Division Engineer

By C. D. Cannon
C. D. Cannon
Office Engineer

cc. R. H. Baldock
CDC:AWF

LEP

November 14, 1934

Mr. Walter A. Averill, Editor
Pacific Builder and Engineer
3108-4 Arcade Square
Seattle, Washington

Dear Sir:

On September 14th, we sent to you three films of views taken of grading operations on the Bell Creek-Barron Creek Project in Jackson County, to be used by you in connection with the article in the November 3rd issue of "Pacific Builder and Engineer." We have no record of these films being returned. Will you kindly check this up and mail them to this office, if you have not already done so.

The films referred to correspond to the prints enclosed herewith. Will you also please return these prints.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/ER

Encl.

105-4

September 14, 1934

Mr. Walter A. Averill, Editor
Pacific Builder and Engineer
3102-4 Arcade Square
Seattle, Washington

Dear Sir:

We have been requested by our Division Engineer, Mr. E. A. Collier, at Roseburg, to send you the enclosed films of views taken on the Neil Creek-Barron Creek grading project south of Ashland. The description of this job was included with several current projects in the list given to you a few days ago. Will you please return the films to this office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

L. E. Parsons
Asst. Office Engineer

LEP:ER

Encl.

, Chairman, Portland
Washburne, Eugene
Aldrich, Pendleton

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

Office of E. A. Collier, Division Engineer
ROSEBURG, OREGON

Sept. 13, 1934

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: CHAS. LOW.

Dear Sir:

Mr. Whitmore tells me he has sent several pictures with films attached, of the Neil Creek-Barron Creek section on the Siskiyous.

Inclosed herewith you will find two prints. Please locate the films for these two prints and mail them to Walter Averill, Editor, Pacific Builder and Engineer, Seattle, Washington, with the request that they be returned to your office after he has finished with them. Please return the two prints attached hereto to my office after you have located the films.

Very truly yours,

E A Collier

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

Parsons for film H.

RECEIVED
SEP 1 1934
[illegible]

FORM 6-A-1 16874 7000 7-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Nov. 5, 1934.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached herto you will find five copies of Price Agreement covering cement adjustment on the Neil Creek-Barron Creek grading project, which have been signed by the contractor, Resident Engineer and myself. The final records for this contract were sent to your office yesterday and this price agreement should placed with them.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWP

FORM S-A-1 16874 7600 7-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Nov. 5, 1934.

IN REPLY PLEASE REFER TO FILE NO.

190 A

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH
"NEIL CREEK-BARRON CREEK GRADING"
OVERRUNS AND UNDERRUNS

Dear Sir:

The Neil Creek-Barron Creek grading project was finished October 13th, 1934.

There was a large overrun in class "A" excavation. This was underestimated in the preliminary estimate. There was an underrun in the class "B" excavation. The total yardage of both classes exceeded the preliminary estimate by about 4%. There were a number of large slides and overbreakes.

There was an underrun in truck haul. Several large slides altered the mass diagram so that truck haul was greatly reduced.

Metal reinforcement overran. The box culverts were re-designed and additional steel used. The amount of concrete was reduced almost 10%. The total cost of the box culverts was $13,844. as compared with $14,000 in the preliminary.

There was a large overrun in 8" corrugated iron perforated pipe and a corresponding underrun in 6" porous drain tile. It was deemed better practice to use iron pipe under these heavy fills rather than ordinary porous drain tile.

There was a considerable underrun in rock backfill for drains, which item had been overestimated in the preliminary estimate.

The authorization for this project was $196,663.75. The estimated cost on final estimate #13 is $218,765.48 or an overrun of 11%.

The overrun is accounted for by the large increase in class "A" excavation.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

Form 338—5M—2-34

OREG STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov 3, 1934

Section Neil Creek - Barron Creek

Kind of work Grading

Highway Pacific

Section prefix 15 P G

Contractor von der Hellen & Pierson

Contract number 1502 NRH 190 A

Date of contract Sept 16, 1933

Date of completion Sept 30, 1934

Date work started Oct 2, 1933

Estimated date of completion ...., 193

Amount of contract . . . . $ 177212.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 211500.

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering costs to date, $ 7300., 3.45 %

Date project was completed Nov 13, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job complete.

Engineers computing final estimate and submitted it to division engineer Nov. 3.

RECEIVED
NOV 5 1934
OFFICE OF
CONST [illegible] ENGINEER

P P Whitmore

Signed P. P. Whitmore, Resident Engineer.

Address Ashland, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACI	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 6-A-4 13749 15M 5-34

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Sept. 24, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

190A

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. B. GLAISYER

Dear Sir:

I am in receipt of your letter of Sept. 18th, with the request of von der Hellen & Pierson for an extension of time from Sept. 30th, 1934 on their contract No. 1502 Neil Creek-Barron Creek section grading in Jackson County. The consent of their surety is attached to their request. The contractor will have practically all the pay quantities finished by the specified completion date, Sept. 30th, but it appears probable that he will not be able to finish burning on account of dry weather and may not be able to finish dressing up slopes and ditches.

The contractor has maintained a good force working four shifts daily on this project. This section is not on the present travelled route so there will be no inconvenience to traffic. Engineer Whitmore is engaged on other projects so there will be little, if any, increase in engineering cost should the contractor require additional time to complete.

I recommend an extension be granted to October 30th, 1934, without penalty.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

FORM S-A-1 19743 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1900

OREGON STATE HIGHWAY COMMISSION

SALEM

September 15, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. P. P. Whitmore,
Resident Engineer,
Ashland, Ore.

Dear Sir:

Attached find card from Mr. E. Russell of Ashland complaining that Contractor Von der Hellen is being careless with respect to stumps and covering cord wood. Please investigate and report.

Since the line was adjusted at our request, it may be necessary for us to reimburse contractor for movement of wood. If necessary submit force orders to cover.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock
~~W. E. Chandler~~
R. A. Collier

91RH-190A

May 31, 1934

Mr. E. A. Collier
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

In answer to your letter of May 29th, please be advised that a warrant covering work done to May 15th was mailed to Van der Hellen and Pierson on May 28th.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/ER

EAR, PORTLAND
BURNE, EUGENE
DRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

May 29, 1934.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

Mr. Von Der Hellen, who has the grading contract from Neil Creek to Barron Creek, has asked that we expedite his Monthly Estimate as much as possible as he needs the money.

Mr. Von Der Hellen has been pushing this job right along and I would appreciate it if you would check up on the progress of his estimate through the various offices and drop me a line giving the approximate date on which he can expect payment of this estimate.

Very truly yours,

E A Collier
E. A. Collier
Division Engineer

EAC:AWF

May 29

I take it that he refers to May estimate

195-2

May 11, 1934

Von der Hellen & Pierson
Ashland, Oregon

Gentlemen:

We have your letter requesting information regarding the amount retained on your grading contract on the Neil Creek-Barron Creek Section.

The amount to be retained in protection of the State's interests is provided for under Section 6 of the General Provisions of your contract. On your estimate No. 6 there is retained $13,290.94, which is 7½ per cent of the contract amount of $177,212.50. This is in accordance with the general provisions referred to above.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/US

VON DER HELLEN AND PIERSON
GENERAL CONTRACTORS
MEDFORD, OREGON

Ashland,
~~UNION CREEK~~, OREGON

Mr. H. B. Glaisyer, Sec.
Oregon State Highway Commission.
Salem, Oregon.

Attention Mr. H.B. Glaisyer.

Dear Sir:

In regards to Est. No. 6, Siskeyou contract No. 1 N.RH-190A. Would you please send me information regarding the amount retained .

I understand that after the job is half completed you retain 7½%, in this estimate the amount retained was .1308%. If this is an error please rectify,if not please adjust.

Thanking you we remain,

Yours very truly,

von der Hellen & Pierson

By E.H.Pierson
Bookkeeper.

E.H.Pierson

1.90-a

April 30, 1934

Von der Hellen and Pierson
General Contractors
Ashland, Oregon

Gentlemen:

Attention: Mr. Wm. von der Hellen

Reference is made to your letter of April 28 requesting that the payment of estimate numbered sixteen, contract No. 1502, be expedited.

Inquiry reveals that the voucher covering this estimate was sent to the Secretary of State on April 27 for issuance of the warrant. We expect the warrant will be delivered to us today or tomorrow and we shall immediately forward it to you.

Very truly yours

Secretary

HEG:jm

This Voucher went to
Sec State for issuance
of Warrant 4/27

WM

PIERSON

April 28, 1934.

Oregon.

Attention Mr. H. B. Glaisyer, Secretary.

Gentlemen:

If not too inconvenient to you we would request that you send us as soon as possible payment for our Estimate No. 6 on Contract No. 1502, Federal Aid Project No. NRH 190 A, Neil Creek-Barron Creek Section Pacific Highway, as we have substantial equipment payments to meet in the immediate future.

Thanking you for your favorable consideration of this request, we remain

Yours very truly,

Von der Hellen & Pierson

By Wm von der Hellen
Wm. von der Hellen

4265

VON DER HELLEN AND PIERSON
GENERAL CONTRACTORS
~~MEDFORD, OREGON~~

Ashland, Oregon, April 28, 1934.

Oregon State Highway Commission
Salem
Oregon.

Attention Mr. H. B. Glaisyer, Secretary.

Gentlemen:

If not too inconvenient to you we would request that you send us as soon as possible payment for our Estimate No. 6 on Contract No. 1502, Federal Aid Project No. NRH 190 A, Neil Creek-Barron Creek Section Pacific Highway, as we have substantial equipment payments to meet in the immediate future.

Thanking you for your favorable consideration of this request, we remain

Yours very truly,

Von der Hellen & Pierson

By Wm. von der Hellen

Wm. von der Hellen

4165

FORM 5-A-1 .18869 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

117-1

OREGON STATE HIGHWAY COMMISSION
SALEM

March 26, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Mr. E. H. Clymer has been quite sick with flu, therefore it is hard to say when he will bring his cost statements on the Siskiyou Project up to date.

Mr. Clymer was assigned to gather these data in connection with his other work and it was expected that he could only get this information from the contractor's books at very irregular intervals, as his work in connection with the checking of the cost and geodetic accounts take precedence.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAR 24 1934
OREGON
STATE HIGHWAY COMMISSION

March 23, 1934

Mr. R. H. Baldock
State Highway Engr.
Salem, Oregon

ATTENTION MR. H.G. SMITH
SISKIYOU COST RECORDS

Dear Sir:

E. H. Clymer has been making up monthly cost records for the Siskiyou grading contract. The last one I have seen is dated January 6. I understand he has not been over the job since February. I would like to have the February cost statement and would like to have Clymer make another visit to this job in the near future.

Yours very truly,

EAC:AF

E. A. Collier
Division Engineer

C.C. Mr Baldock ✓

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. NRH 190-A

POST OFFICE BUILDING
PORTLAND, OREG.

Jan. 2, 1934.

RECEIVED
JAN [illegible] - 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Appr 16251

Form P. R. 2

State Oregon

Project No. NRH 190, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of November, 1933

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:**

Whereas the Highway Department of said State submitted on the 9th day of November, 1932 a project statement, which was approved by the Secretary on the 17th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 28th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred ninety-four thousand, nine hundred thirty-three and 75/100 dollars ($194,933.75) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.**
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 282+30 in the S.W.1/4 of Sec. 31, T. 39 S., R. 2 E., W.M., and survey station 362+00 in the N.W. 1/4 of Sec. 8, T. 40 S., R. 2 E., W.M.,

, length 1.509 miles, in Jackson County, being Section A of Oregon National Recovery Highway project No. NRH 190, consisting of 1.509 miles of roadway and no bridges, each of more than 20 feet clear span, known ~~[illegible]~~ locally as the Neal Creek - Cougar Creek section of the Pacific Highway, between official control points California State Line near Hilt and Ashland.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the fol

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of one hundred ninety-four thousand, nine hundred thirty-three and 75/100 dollars ($194,933.75), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~)~~, the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

State Highway Engineer

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 18 day of December, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U S GOVERNMENT PRINTING OFFICE: 1931 8—5519

By P St J Wilson
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. NRH 190-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 194,933.75 as the total estimated cost of said project, and the sum of $ 194,933.75 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the [illegible]~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 18 day of December one thousand nine hundred and thirty-Three

Secretary of Agriculture
~~[illegible]~~

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

RH 3

170-a

JAN 9 1934

COST ANALYSIS TO DEC. 15,1933.

Pacific Highway - Neil Creek-Barron Creek Section

- GRADING CONTRACT NO. 1502 -

Prefix 15 PG

Von Der Hellen and Pierson Contractors

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earn.
Clearing and Grubbing	$ 5,126.65	6,850%	$ ——	Lump Sum	$ 6,800.00
Class "A" Excavation	1,120.00	1,500 CY	0.74	0.70	1,050.00
Class "B" Excavation	6,045.00	22,718 CY	0.266	0.27	6,133.86
Overhaul	375.00	25,000 YS	0.015	0.01	250.00
Class "A" Concrete	2,921.65	90 CY	32.48	25.00	2,250.00
Metal Reinforcement	635.80	13,660 #	0.047	0.06	819.60
18" Corr. Iron Pipe	1,143.30	618 LF	1.85	1.50	927.00
24" " " "	787.50	225 LF	3.15	2.50	562.50
Cook House Commissary	1,305.60	-	-	-	895.80
	$19,460.50				$19,688.76

Gross Earnings	$19,688.76
" "	19,460.50
Net Profit	$ 228.26

" " Equals 1% of Cost

January 6, 1934.

NOTED

State Highway Engineer

COST ANALYSIS TO DEC. 15, 1933.

Pacific Highway - Neil Creek-Barron Creek Section

- GRADING CONTRACT NO. 1502 -

Prefix 15 PG

Von Der Hellen and Pierson Contractors

REMARKS

Started building camp October 2, 1933. Started clearing October 16, 1933. Started Grading November 13, 1933. Job 11% complete December 15th.

Clearing consisted of small trees but steep slopes hampered the workmen and increased cost.

Opening up cuts on steep slopes has been difficult, but better progress will be made from now on as the Section is now partly opened up from Station 262 to Station 336. The material consists chiefly of decomposed granite underlaid with solid granite. Solid material which is too soft to meet a 10% abrasion test will be classified as Grade "B" or common. It will be necessary to shoot and loosen some of the Grade "B" material.

The contractor has the following equipment on the job:

2 - 75 Diesel Caterpillar Tractors
3 - 60 Gas " "
3 - 9 Yd. special built scrapers
1 - 7 " Lateureau "
1 - 5 " Special Built Scraper
1 - Bulldozer 9' long
2 - Compressors
2 - Service Trucks

The Box culverts are located in deep canyons, - the hauling roads to these canyons are rough, steep and in poor condition, making it expensive to get in the material, supplies and equipment.

E. H. Clymer

EHC/H

Jan. 6, 1934.

COST ANALYSIS TO DEC. 15,1933

Pacific Highway - Neil Creek-Barron Creek Section

- GRADING CONTRACT NO. 1502 -

Prefix 15 PG

LABOR:

Labor	$7,983.90	
Supervision (Including Bill Von Der Hellen 2½ Mo. at $250.00)	1,363.75	
Industrial Accident Insurance at $5.00 per C	415.90	
		$ 9,763.55

MATERIAL:

Cement 164¼ Bbls. at $2.80 Del. at Camp	$ 459.90	
Mineral Aggregate 150 C.Y. at $2.50 Del. at Job	375.00	
Reinforced Steel 13660 " 3.62 Del. at Camp	494.49	
18" Corr. Iron Pipe 618 Lin.Ft. at $1.19	735.42	
18" " " " 22 Bands " 1.73	38.06	
24" " " " XSTR 225 Lin.Ft. at $2.43	546.75	
24" " " " 8 Bands at $2.19	17.52	
		$ 2,667.14

EQUIPMENT RENTAL, SUPPLIES, MISCL.

Equipment Rental (State Rates)	$2,251.00	
Gas, Oil & Grease	1,287.00	
Explosives	1,070.90	
Small Tools, Supplies & Miscellaneous	871.65	
Form Lumber for Box Culvert	425.85	
11% of Camp Construction	135.00	
11% of Bond	187.93	
11% of Freight & Cartage moving in	42.83	
Horse Feed	56.50	
Cook House & Commissary Supplies	701.15	
		$ 7,029.81

COST - GRAND TOTAL - $ 19,460.50

E. H. Clymer

Jan. 6, 1934

1 T-2

(COPY)

912521/323
December 18, 1933.

Mr. A. T. Mercier:

Yours December 15, file 912521/322, relative proposed grade separation at Ashland, with particular reference to Mr. Guy V. Shoup's letter of December 14, transmitting proposal received by Mr. Hampson from Oregon State Highway Engineer's attorney concerning construction of this subway.

I do not believe our Company should undertake to let this contract covering the Ashland Subway as proposed by the State for two reasons:

(1) Do not believe we have a legal right to execute such a contract as the Act under which the NIRA is functioning specifically places the responsibility with the various State Highway Commissions as covered by the Federal Aid Highway Act of 1921.

(2) The various special provisions, such as relating to the hours of work and rates of pay are very onerous and might lead to criticism and difficulty if we attempted to apply them.

In California and other States we have worked out a program where the work is divided between the State and the Railroad; the Railroad only performing the work of constructing falsework and removing same after it has served its purpose, and purchasing and erecting the steel superstructure, and all necessary track work; the State Highway Department letting the contract covering the excavation, abutments and other items of work with the provision that the Contractor execute an indemnification agreement with the Railroad and furnish surety bond in a sum which the Railroad dictates as being suffucuent to protect its interests.

There is no reason why the State cannot handle the matter in the way, or, if the State so desired, after it had let the contract we could furnish engineering talent and supervise the work. We reserve this right in all of our contracts in other States for our own protection.

Further, if we undertook to handle the contract on part of the work the question might be raised that we should further contract the construction of the falsework and erection of the steel girders. We have worked out a program in California whereby all work doneby Railroad forces is on a force account basis and since we are working under agreements with laborsomewhat similar to the provisions of the NIRA the hours of labor and rates of pay as specified under the contract which the State let for their portion of the work do not apply to our forces.

Naturally, before any work under any conditions is performed by Railroad we would want an executed agreement setting forth just what work we would perform and how we would be paid.

W. H. Kirkbride (Signed)
Per W. M. Jaekle

December 1, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letters of September 8th and November 15th in which inquiry is made concerning plans for surfacing of the Neil Creek-Barron Creek Section of the Pacific Highway, Project No. NRM-190-A and likewise extension of the improvement to connect with the existing road.

It is planned to extend the improvement as rapidly as funds become available for the work, the immediate plans being to do the work with PWA funds if approval of the proposed PWA highway program is given by the government.

For the reason that traffic will be unable to utilize the Neil Creek-Barron Creek unit until the adjacent section has been constructed to a connection with the existing road, the surfacing of the unit, now under contract, will be deferred until the connection is completed.

As requested in your letter of September 8th, revised copies of the project statement map for Project No. 190, are being enclosed herewith.

Very truly yours

R. H. BALDOCK
State Highway Engineer

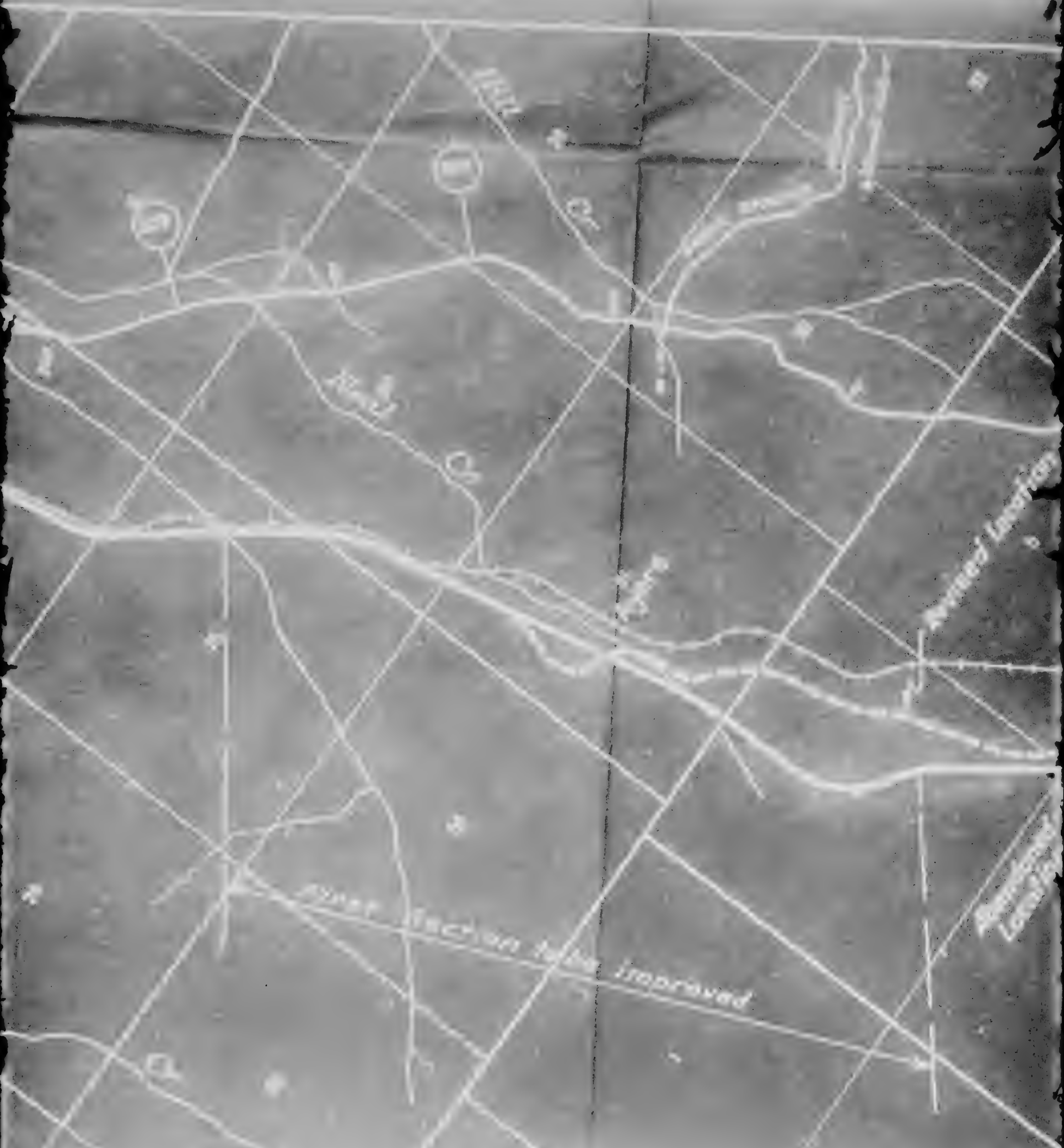
By

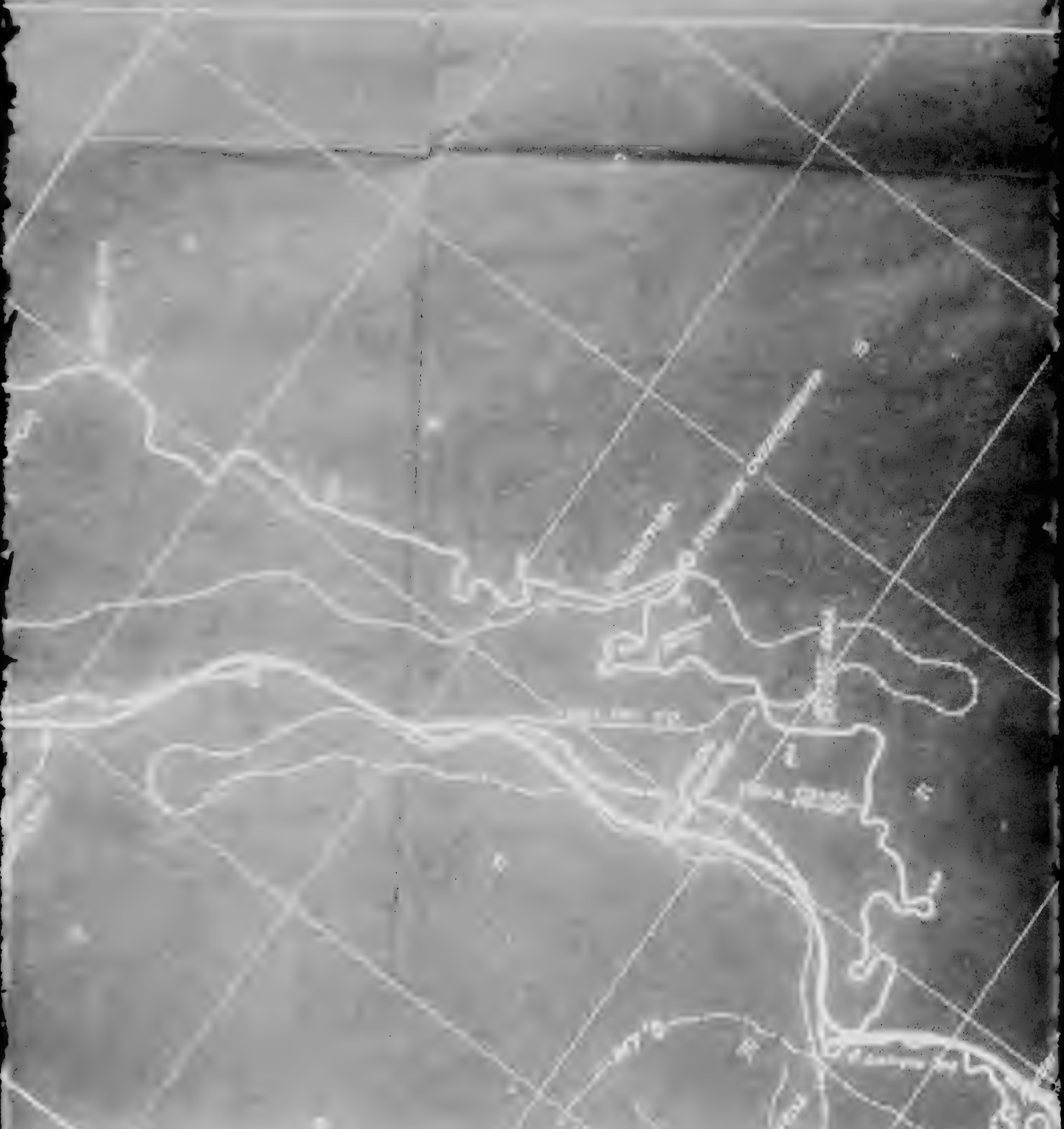
S. H. Probert
Office Engineer

Dict. by J. W. Nash/Gs

Encl.

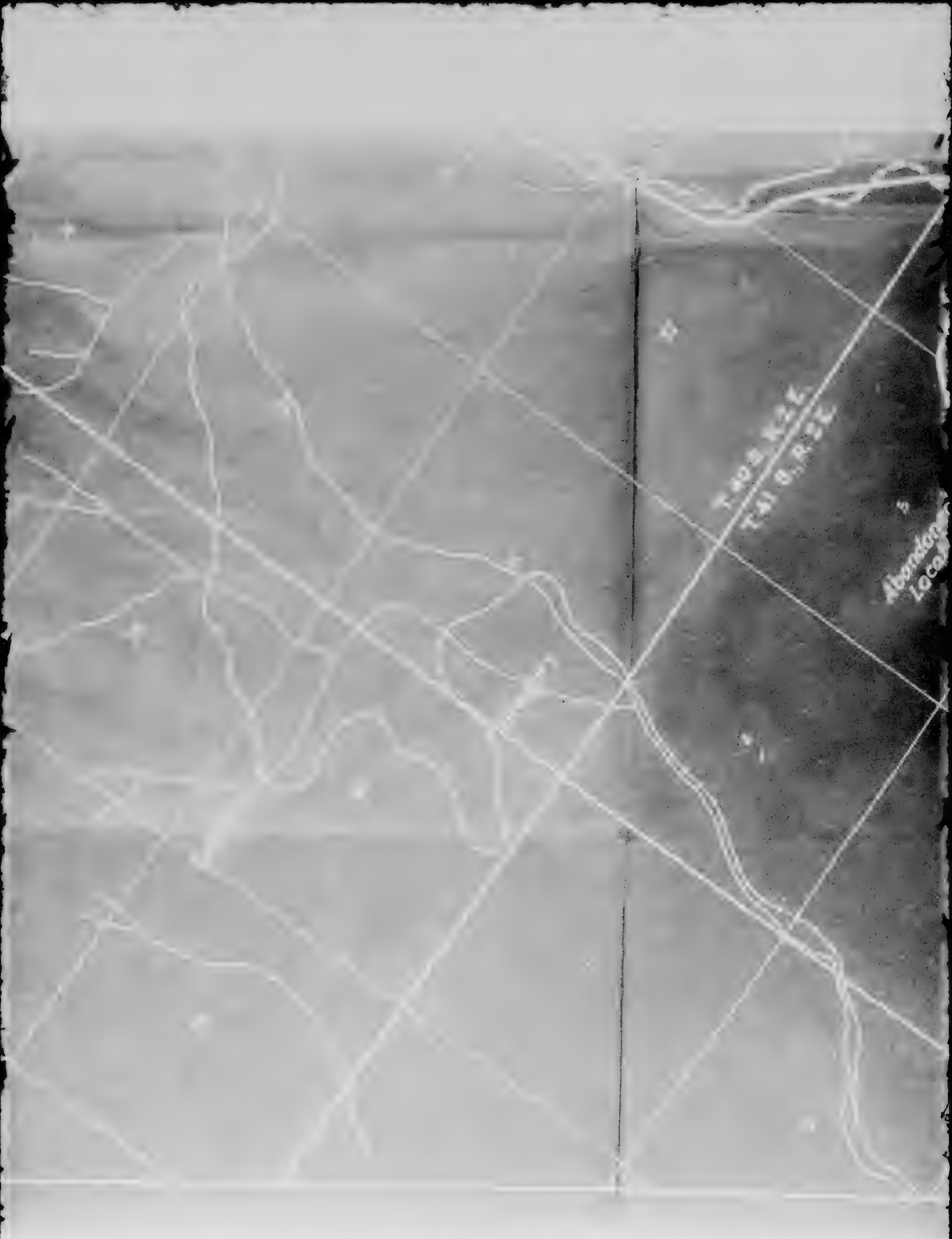
Creek
Cr.
Cr.
Clayton

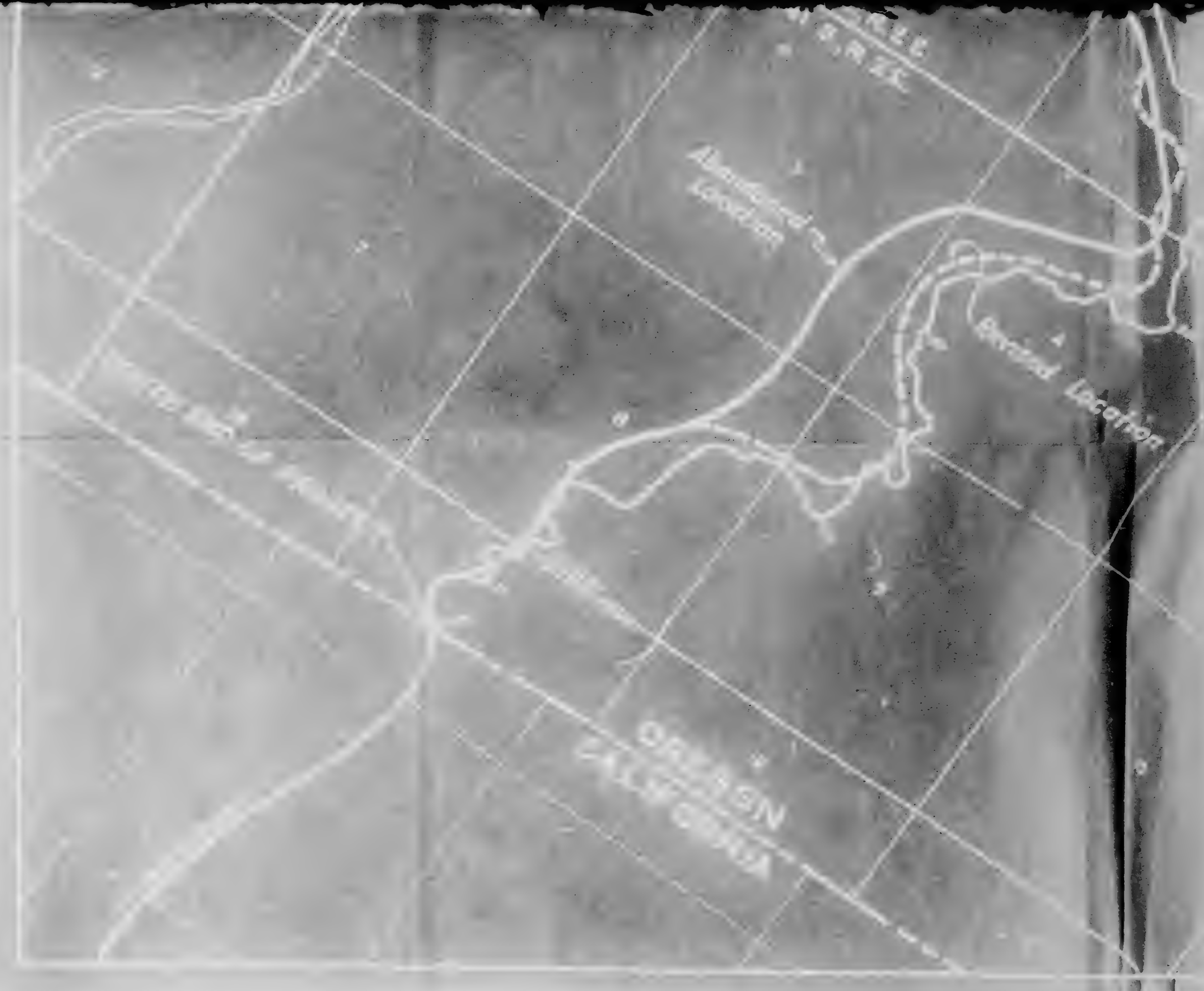

Revised Location
Abandoned Location
River Section to be Improved



STATE LINE SECTION
Meridian

FOREST


T.40 S. R.2 E.
T.41 S. R.2 E.
4
Abandon
Loca


Abandoned Location
Revised Location
OREGON
CALIFORNIA

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

November 13, 1933

RECEIVED
NOV 14 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for signature and return to this office are two copies of Agreement for Oregon National Recovery project NRH 190-A, Neil Creek-Barron Creek section of the Pacific Highway. Also enclosed is one copy each of agreement estimate which was used as the basis of agreement and one copy of approved specifications.

We have been requested to submit as promptly as possible the information requested in our letter of September 8 concerning a connection with the existing road and a revised sketch map.

Very truly yours,

W. H. LYNCH
District Engineer

Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

September 27, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of September 16, which confirmed our verbal concurrence in award of contract for Oregon NRH 191-A. This project number should have been NRH 190-A, the Neil Creek-Barron Creek section of the Pacific Highway. The contract was awarded, on September 16, to von der Hellen & Pierson, low bidders, and this confirms our verbal concurrence in award.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

RECEIVED
SEP 28 1933
OREGON
STATE HIGHWAY COMMISSION

FORM 0-A-1 10158 10M 7-30

COMMISSIONERS:
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

178-a

OREGON STATE HIGHWAY COMMISSION

SALEM
October 15, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In reply to your letter of October 11th, in regard to width of section on the Neil Creek-Barron Creek Section of the Pacific Highway, I will state that this point was considered at the time the plans were traced and it was decided in view of the fact that this is an extremely heavy job and a change in section would entail so much work in rebalancing, etc., that the job should be built as originally planned, and as shown on the profiles. Mr. Weaver has been instructed however, to use a Class "B" Section, wherever he revises any of the line ahead.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

H. W. Libby
H.

CC to
R. H. Baldock ✓
J. N. Bishop

NOTED

FORM S-A-1 10152 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

October 11, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

With reference to concrete culverts at Stas. 352 and 362, Neil Creek-Barron Creek Section, we can see no apparent reason why there should be an over run on this project, and you are authorized to have the contractor go ahead with their construction. However it may be advisable to do no grading between Stas. 348 and 362 until next spring, at which time we should be in position to anticipate final cost and if then necessary a portion of the grading can be eliminated as set forth in the contract.

Will you please have Mr. Whitmore send the Bridge Department immediately all data necessary for the checking of plans for all concrete box culverts, so that an approved list of steel can be given to the contractor and steel men.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low
H.

CC to
R. H. Baldock ✓

NOTED

FORM 5 A-1 5761 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

190-a

Roseburg, Ore.
Oct. 11, 1933

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. W. LIBBY

State Highway Engineer

Dear Sir:

Mr. Whitmore called my attention to the typical cross-sections shown on plans of the Neil Creek-Barren Creek Section, which do not check exactly with the new standard widths of roadbed and asks whether he should stake out as the plans show or use the section listed in the new standards for class "B".

This job is all heavy work. The fills would be 38 feet wide in either case but the cuts on class "B" of the new standard are 2 feet wider than cross-sections shown on the plans of this section. The effect of using the new standard would be to increase the yardage because the cuts would be wider and the fills would be the same width and in order to balance the grade, the grade-line would be raised; thereby increasing embankment quantities. Will you please advise at your earliest convenience.

I would also like to know the present plan about deferring work south of station 345 until next Spring. the contract has been awarded and costs more definitely established. Can we at this time permit the contractor to go ahead with work on the south end of the section?

cc. R.H. Baldock
EAC:AW

Very truly yours,

E. A. Collier
Division Engineer

October 7, 1933

von der Hellen & Pierson
Medford
Oregon

Gentlemen:

We are today forwarding by express an executed copy of the contract awarded to you on September 16, 1933 for the grading of the Neil Creek-Barron Creek Section of the Pacific Highway in Jackson County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jn

September 21, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Neil Creek-Barron Creek Section, Project No. NRH-190-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-190-A

NEIL CREEK-BARRON CREEK SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 20, 1933

All Required		Clearing and Grubbing	$	$ 8,000.00
60,000	cu. yds.	Class "A" Excavation	0.70	42,000.00
379,000	" "	" "B" "	0.27	102,330.00
535,000	yds. sta.	Overhaul	0.01	5,350.00
12,600	yd. mi.	Truck Haul	0.20	2,520.00
440	cu. yds.	Class "A" Concrete	25.00	11,000.00
50,000	lbs.	Metal Reinforcement	0.06	3,000.00
950	lin. ft.	18" Culvert Pipe	1.50	1,425.00
235	" "	24" " " (Extra Strength)	2.50	587.50
100	" "	8" Perforated Pipe	1.00	100.00
1,000	" "	6" Porous Drain Tile	0.50	500.00
200	cu. yds.	Rock Backfill for Drains	2.00	400.00
			Sub-total	$ 177,212.50
			10% Engr. & Cont.	17,721.25
			Total	$ 194,933.75

Length of Roadwork 1.509 miles

Cost per mile $ 129,180.74

National Recovery Highway Funds Requested $ 194,933.75

State Funds for Construction: Chap. 173, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

FORM B-A-1 8761 7500 6-32

R. H. BALDOCK

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

September 16, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 191-A, the Neil Creek-Barron Creek section of the Pacific Highway, 1.51 miles of grading, to von der Hellen & Pierson, of Medford, Oregon, who submitted the low bid of $177,212.50.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 5 A-1 0761 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

190-a

OREGON STATE HIGHWAY COMMISSION

SALEM

September 11, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

Since it will be the policy to spiral all curves on primary highways, it would seem desirable to provide for this in staking the grading on the Neil Creek-Barron Creek Section of the Pacific Highway.

From investigation of the curves on the section little change in the quantities involved need be made as in those cases where there are heavy cuts and fills, the degree of the main curves may be increased so that the new center line will be very close to that as originally located.

The following are suggestions as to the curvature and spirals to use:

Sta.	285 - 294	4°30'	Curve	&	400	ft.	spirals
"	297 - 304	4°	"	"	400	"	"
"	312 - 318	6°	"	"	400	"	"
"	322 - 329	4°30'	"	"	400	"	"
"	348 - 354	7°	"	"	340	"	"
"	357 - 365	5°	"	"	300	"	"

Please have Mr. Whitmore check this and make such changes as are necessary to avoid an increase in the grading quantities.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

H. W. Libby
H.

CC to
R. H. Baldock ✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

September 8, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have been requested to secure from you a statement concerning your program as to the surfacing of National Recovery project NRH 190-A. We have also been requested to secure a statement as to when the improvement will be extended to a connection with the existing road so as to enable traffic to utilize the new route.

Also, as the plans differ materially from the location shown on the project statement sketch map, we have been requested to secure a revised sketch map showing the location proposed for construction.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Siskiyou Job

FORM E-A-1 8761 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

170-2

OREGON STATE HIGHWAY COMMISSION
SALEM

September 6, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In regard to the classification on the Neil Creek-Barron Creek Sections of the Siskiyou Project, I am unable to reconcile Whitmore's last estimate of classification with the specification for common and Solid Rock, as there is no reason to anticipate any appreciable amount of material between 4% and 10% abrasion. The hardest sample of weathered granite sent in had an abrasion of 40%.

The idea for the special classification was to protect the contractor against unexpected dykes of tombstone granite or other hard material, and the final classification of rock should be confined to that having the requisite abrasion; as it is felt that we have sufficient tests to enable the contractor to make an intelligent bid on the common material.

I believe we have made a liberal allowance for the tombstone granite to be encountered, and I see no reason to anticipate any material between abrasion 4% and 10%.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

FORM S-A-1 9030 5M 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Roseburg, Ore.
August 29, 1933

RECEIVED
AUG 30 1933

IN REPLY PLEASE REFER TO FILE NO. 90-a

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

With regard to the classification on the Neil Creek-Barron Creek section of the Siskiyou Project, I asked P. P. Whitmore to prepare a revised estimate based on recent tests with a drill. I am inclosing herewith his reclassification. You will note that he has greatly increased the percent of rock over that previously shown and he explains that by stating that his first estimate was based on rock classification covering only tombstone granite. Making the basis of classification 10% abrasion will include in addition to the tombstone granite some building granite and other types of rock.

cc. R.H. Baldock
EAC:AW

Very truly yours,

E. A. Collier
Division Engineer

July 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate and two sets of special provisions to accompany plans for the Neil Creek-Barron Creek Section, Project No. NRH-190-A. Five blueprint copies of the quantity summary sheet are being sent under separate cover.

These documents have been revised to show excavation on a single classification basis and are to replace those which you now have.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EB

Encl.

Oregon State Highway Department

National Recovery
Highway Proj. No. NRH 190-A

NEIL CREEK-BARRON CREEK SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate with plans. Not as basis for project agreement)

Salem, Oregon, July 28, 1933.

All Required		Clearing & Grubbing		$ 8,000.00
439,000	cu. yds.	Excavation, Single Classif.	$0.39	171,210.00
535,000	yd. sta.	Overhaul	0.02	10,700.00
12,600	yd. mi.	Truck Haul	0.15	1,890.00
950	lin. ft.	18" Culvert Pipe	2.00	1,900.00
235	" "	24" " " (Extra Strength)	3.00	705.00
440	cu. yds.	Class "A" Concrete	20.00	8,800.00
65,000	lbs.	Metal Reinforcement	0.06	3,900.00
1,000	lin. ft.	6" Porous Drain Tile	0.40	400.00
100	" "	8" " " "	1.00	100.00
200	" "	Rock Backfill	1.00	200.00
			Sub-total	$207,805.00
			10% Engr. & Cont.	20,780.50
				$228,585.50

Length 1.509 miles
Cost per mile $151,481.44

National Recovery Highway Funds Requested $228,585.50

2 Class A Excavation 60,000
3 " B " 379,000

August 22, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate for the Neil Creek-Barron Creek Section of the Pacific Highway in Jackson County, National Recovery Highway Project No. NRH-190-A. Five copies of bid proposal and five blueprint copies of sheet number two of the plans are being sent under separate cover.

These documents are prepared to show the excavation items on a two classification basis, and are to replace those which you now have.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

✓

Oregon State Highway Department

National Recovery Highway
Project No. N. R. H. 190-A

NEIL CREEK-BARRON CREEK SECTION OF
THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, August 22, 1933.

All Required		Clearing and Grubbing		$ 8,000.00
60,000	cu. yds.	Class "A" Excavation	$ 0.80	48,000.00
379,000	cu. yds.	Class "B" Excavation	0.35	132,650.00
535,000	yds. sta.	Overhaul	0.02	10,700.00
12,600	yd. mi.	Truck Haul	0.15	1,890.00
440	cu. yds.	Class "A" Concrete	20.00	8,800.00
50,000	lbs.	Metal Reinforcement	0.06	3,000.00
950	lin. ft.	18" Culvert Pipe	2.00	1,900.00
235	lin. ft.	24" Culvert Pipe (Extra Strength)	3.00	705.00
100	lin. ft.	8" Perforated Pipe	1.00	100.00
1,000	lin. ft.	6" Porous Drain Tile	0.40	400.00
200	cu. yds.	Rock Backfill	1.00	200.00

Sub-total $ 216,345.00
10% Engr. & Cont. 21,634.50

Total.................. $ 237,979.50

Length 1.509 miles

Cost per mile $ 157,706.75

National Recovery Highway Funds Requested.... $ 237,979.50

JULY
Twenty-Second
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and two copies of special provisions for the Neil Creek-Barron Creek Section of the Pacific Highway, N.R.H. Project No. 190-A. Five blueprint sets of plans are being sent under separate cover. The plans do not include the drawings for the concrete box culverts which are to be constructed on the project, for the reason that they are not complete. The culvert drawings will be sent later.

The P. S. & E. papers for Project No. 190-A were sent to you sometime ago, but due to a change in the south end of the project, the revised documents being sent today are to replace those which you now have.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Public Works
Hwy. Proj. No. 190-A

NEIL CREEK-BARRON CREEK SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, July 20, 1933.

All Required		Clearing and Grubbing		$ 8,000.00
202,000	cu. yds.	Common Excavation	$ 0.25	50,500.00
237,000	cu. yds.	Solid Rock Excavation	0.50	118,500.00
535,000	yd. sta.	Overhaul	0.02	10,700.00
12,600	yd. mi.	Truck Haul	0.15	1,890.00
950	lin. ft.	18-inch Culvert Pipe	2.00	1,900.00
235	lin. ft.	24-inch Culvert Pipe (Extra Strength)	3.00	705.00
440	cu. yds.	Class "A" Concrete	20.00	8,800.00
48,000	lbs.	Metal Reinforcement	0.06	2,880.00
1,000	lin. ft.	6-inch Porous Drain Tile	0.40	400.00
100	lin. ft.	6-inch Perforated Pipe	1.00	100.00
200	lin. ft.	Rock Backfill	1.00	200.00
		Sub-total		$ 205,595.00
		10% Engr. & Cont.		20,559.50
		Total		$ 226,154.50

Length	1.509 miles
Cost per mile	$ 149,870.44

Public Works Highway Funds Requested $ 226,154.50

Oregon State Highway Department

Federal Public Works
Hwy. Proj. No. 190-A

NEIL CREEK-EMIGRANT CREEK SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, July 20, 1933.

All Required		Clearing and Grubbing		$ 6,000.00
202,000	cu. yds.	Common Excavation	$ 0.25	50,500.00
237,000	cu. yds.	Solid Rock Excavation	0.50	118,500.00
535,000	yd. sta.	Overhaul	0.02	10,700.00
12,000	yd. mi.	Truck Haul	0.15	1,800.00
950	lin. ft.	18-inch Culvert Pipe	2.00	1,900.00
235	lin. ft.	36-inch Culvert Pipe (Extra Strength)	3.00	705.00
440	cu. yds.	Class "A" Concrete	20.00	8,800.00
65,000	lbs.	Metal Reinforcement	0.06	3,900.00
1,000	lin. ft.	6-inch Porous Drain Tile	0.40	400.00
100	lin. ft.	8-inch Perforated Pipe	1.00	100.00
200	lin. ft.	Rock Backfill	1.00	200.00
		Sub-total		$ 204,686.00
		10% Engr. & Cont.		20,468.60
		Total		$ 225,154.60

Length 1.502 miles
Cost per mile $ 149,870.44

Public Works Highway Funds Requested $ 225,154.60

J U N E
Twenty-Second
1 9 3 3

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans for the Neil Creek-Cougar Gulch Section, Project No. 190-4.

Two copies of specifications and two sets of blue-print plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Public Works
Highway Project No. 190-A

NEIL CREEK-COUGAR GULCH SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, June 22, 1935

All Required		Clearing and Grubbing		$ 12,000.00
293,000	cu. yds.	Common Excavation	$ 0.25 .20	73,250.00
350,000	cu. yds.	Solid Rock Excavation	0.50 .45	175,000.00
734,000	yd. sta.	Overhaul	0.02	14,680.00
12,600	yd. mi.	Truck Haul	0.15	1,890.00
950	lin. ft.	18" Culvert Pipe	2.00	1,900.00
235	lin. ft.	24" Culvert Pipe (Extra Strength)	3.00	705.00
750	cu. yds.	Class "A" Concrete	20.00	15,000.00
110,000	lbs.	Metal Reinforcement	0.06	6,600.00
1,000	lin. ft.	6" Porous Drain Tile	0.40	400.00
100	lin. ft.	6" Perforated Pipe	1.00	100.00
200	lin. ft.	Rock Backfill	1.00	200.00
			Sub-total	$ 301,725.00
			10% Engr. & Cont.	30,172.50
			Total....................	$ 331,897.50

Length 1.916 miles

Cost per mile $ 173,224.16

Public Works Highway Funds Requested $ 331,897.50

SPECIAL PROVISIONS

Neil Creek-Cougar Gulch, Grading

TIME AND PLACE OF RECEIVING BIDS

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 1.92 miles of highway roadbed on the Neil Creek-Cougar Gulch Section of the Pacific Highway in Jackson County.

The north end of the project is at Station 282+30, which station is about five miles south and east of the City of Ashland. The south end of the project is at Station 383+50.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than September 30, 1934.

CLEARING AND GRUBBING

Specifications:

The standard specification for "Clearing and Grubbing" as given in Section 7 of the standard specification form shall apply, except as that specification is supplemented and modified by the provisions which follow.

Areas Within Which Clearing and Grubbing is to Be Done:

The area to be cleared and the area within which all specified grubbing work is to be done shall be understood to be the area indicated by the clearing limit lines shown on the plans.

EARTHWORK

Specifications:

All earthwork to be performed under this contract shall be performed in accordance with the standard specification for "Earthwork" as given in Section 8 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Classification:

All excavation shall be classified in accordance with the two classification basis of classification described in the standard specification.

Compaction of Embankments:

Embankments shall be built-up in horizontal layers having uniform thicknesses not greater than eight (8) inches, and each layer shall be separately and thoroughly compacted by means of heavy tamping rollers, by means of tractors having wheels equipped with tamping lugs or by means of some other thoroughly effective compacting equipment approved by the engineer. The compacting operations on each layer shall continue until no further compaction can be obtained, and the placing of the successive layer of embankment material shall, under no circumstances, be commenced until that condition is fulfilled.

Where, on account of the presence of solid rock in the embankment materials or on account of the embankment materials being clean gravel or sand, compaction by the methods above described is ineffective, compacting by those methods may, if the engineer approves, be dispensed with. In such case, however, the placing of the materials in horizontal layers will be required, the thickness of the layers to be as the engineer may order but not greater than two (2) feet.

CULVERT PIPE

Types of Pipe to Be Furnished:

In bidding on the culvert pipe items, the contractor will be expected to indicate for each size whether the pipe to be furnished in that size is to be concrete pipe or asphalt-coated corrugated iron pipe. If he does not indicate in his bid which of the two types he proposes to furnish, the type to be furnished shall be as the engineer orders.

The contractor's indications of the kinds of pipe to be furnished must be made in the spaces provided for such indications on the bidding sheets. In that connection, the following abbreviations may be used:

Term to Be Abbreviated	Abbreviation
Asphalt-coated corrugated iron pipe	Corr. Iron
Concrete Pipe	Concrete

Specifications:

The culvert pipe to be furnished and placed under the contract shall be furnished, placed and paid for in accordance with the standard specifications for "Concrete Pipe Culverts" and "Corrugated Iron Pipe Culverts" as given in Sections 26 and 27 of the standard specification form, except as those specifications are supplemented by the following provisions.

Extra Strength Corrugated Iron Pipe:

Where the plans call for extra strength corrugated iron pipe, the pipe furnished shall be corrugated galvanized iron pipe conforming with the standard specification for "Corrugated Iron Pipe" as given in Section 52 of the standard specification form in all respects except those of gauges and weights. Extra strength corrugated iron pipe shall be fabricated from metal of the following gauges:

Diameter of Pipe	Gauge of Metal (U. S. Standard) In Pipe	In Coupling Bands
18 inches	14	16
24 "	12	14

Iron Pipe to Be Coated with Asphalt:

All corrugated iron pipe used in the work shall be coated with asphalt in the manner specified in the standard specification.

Deep Trenching Required:

Where the depth of fill over a pipe culvert exceeds thirty (30) feet, the pipe shall be "trenched" into the original ground in such manner that the minimum depth of trench at points more than forty-five (45) feet from the end of the pipe will be at least twice the diameter of the pipe.

After the pipe has been placed in the trench, the trench shall be backfilled loosely and without compacting.

PERFORATED PIPE

The perforated pipe to be furnished under this contract shall be furnished, placed and paid for as specified in Sections 30, 31, 51 and 52 of the standard specification form.

The basis of bidding and of specifying the type of perforated pipe to be furnished shall be the same as above specified for culvert pipe.

POROUS DRAIN TILE AND ROCK BACKFILL

The porous drain tile and rock backfill to be furnished under this contract shall be furnished, placed and paid for as specified in Sections 32 and 54 of the standard specification form.

BOX CULVERTS

The reinforced concrete box culverts required in connection with the project shall be constructed and paid for in accordance with the standard specifications for "Concrete for Structures" and "Metal Reinforcement" as given in Sections 34 and 35 of the standard specification form. The designs shall be as indicated by the accompanying culvert plans.

MISCELLANEOUS PROVISIONS

Time of Beginning Work:

The work to be done under this contract shall be actively in progress within fifteen (15) days after the award of contract is made.

190-a

January 4, 1933

Linn Tractors Northwest, Inc.
East Ninth and Madison Streets
Portland, Oregon

Gentlemen: **Attention of Mr. T. E. House**

Reply is made to your letter of the third inst., inquiring as to the final disposition of the contract for the construction of Neil Creek-Barron Creek Section of the Pacific Highway in Jackson County, for which bids were received by the Commission at its December 14 meeting.

At a subsequent meeting, held on December 27, the Commission voted to reject all bids received for the project. Notification to that effect has been given to the contractors and their bid deposits have been returned to them.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

LINN TRACTORS NORTHWEST, Inc.

DISTRIBUTORS OF

LINN TRACTORS

more YDS PER DAY

more LOGS PER LOAD

TELEPHONE
EAST 6927

EAST NINTH and MADISON STS.
Portland, Oregon

January 3, 1933.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Will you kindly advise the final disposition of the contract on the Neil Creek, Baron Creek Section of Pacific Highway, Jackson County, Oregon. Mr. Fred H. Slate, 585 East 29th Street, Portland, Oregon was the low bidder on this job in accordance with the bids received on December 14th, and we are anxious to know whether or not this contract has finally been awarded or if it is to be held pending further action by the State Highway Commission.

Thanking you in advance for your prompt reply to our letter, we are

Very truly yours,

LINN TRACTORS NORTHWEST, Inc

TMHouse

TMH:F

RECEIVED
JAN 4 - 1933
OREGON
STATE HIGHWAY COMMISSION

IT PAYS AS IT SAVES AS IT EARNS

CONTRACT#1503,

SEE:

CONTRACT#1296,

22

1503 SFF: Contract 1296

CONTRACT#1504,
1688,

NRH 32-A White Rock-Lakeview Sec. 1933

1504, 1688

32-a

June 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the suggestion contained in your letter of June 24, 1936, the summary of completed Federal Aid work for the Crooked Creek-Lakeview Section, Project No. 32-A was prepared to indicate the end of Project No. NRH 32-A (1935) to be at Station 414 instead of Station 417, this change being for the purpose of conforming the stationing of the end of the project to the actual construction.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Rauh
Ass't Office Engineer

JWR:ER

March 15, 1936

Baldock

32 9 B
241

COST ANALYSIS....FINAL REPORT

Fremont Highway, White Rock-Lakeview Section, Grading, Surfacing
and Bituminous Macadam, Contract 1688, Prefix 19-1101

Dunn & Baker, Contractors
John Burch, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$ 154.59	All				$ 500.00
Trench Excavation	303.70	357.4	Cu.Yd.	0.85	0.90	321.66
Overhaul	438.73	21,936.6	Yd.St.	0.02	0.02	438.73
Excavation, Single Class.	5,284.84	20,774.4	Cu.Yd.	0.254	0.22	4,570.37
Truck Haul	728.20	2,912.7	Yd.Mi.	0.25	0.20	582.54
Finishing Roadbed & Slopes	1,074.12	1.83	Mi.	586.95	300.00	549.00
Rounding Cutbanks	98.45	4,074	L.F.	0.024	0.10	407.40
18" Corr. Iron Culvert Pipe	535.80	282	L.F.	1.90	2.00	564.00
24" " " Siphon "	896.00	280	L.F.	3.20	3.50	980.00
Concrete & Brick Manhole	123.17	1		123.17	100.00	100.00
Concrete Curb	1,932.40	2,042.22	L.F.	0.95	0.60	1,225.33
Talus Topping	2,031.16	6,986	C.Y.	0.29	0.25	1,746.50
Hauling Talus Topping	1,885.48	9,453.5	Y.M.	0.20	0.12	1,134.42
Rock Footpaths	1,232.82	327	C.Y.	3.77	2.50	817.50
Crushed Rock Shoulders	3,015.75	1,723.5	C.Y.	1.75	1.60	2,757.60
Coarse Mat'l in Surfacing	2,048.75	1,375	C.Y.	1.49	1.80	2,475.00
Fine Mat'l in Surfacing	1,256.05	843	C.Y.	1.49	1.90	1,601.70
Filler	232.79	1,763	C.Y.	0.14	0.30	528.90
Haul Filler	542.35	6,084	Y.M.	0.09	0.12	730.08
Sprinkling	249.30	186	M-Gal.	1.34	1.25	232.50
Preparation of Base	209.61	8.48	Miles	24.71	100.00	848.00
Mineral Aggregate in Place	25,968.26	12,361.5	Cu. Yd.	2.10	2.70	33,376.05

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Asphalt in Place	$ 19,831.41	749.55	Tons	26.45	24.00	$ 17,994.48
Cut Back in Seal Coat	2,187.46	84.95	Tons	25.75	25.00	2,123.75
1¼"-3/4" Cr. Rock in Stockpile	318.00	267.2	C.Y.	1.19	1.25	334.00
3/4"-½" " " " "	886.80	745.2	C.Y.	1.19	1.30	968.76
½"-¼" " " " "	1,060.75	891.4	C.Y.	1.19	1.40	1,247.96
PA #1-24" Corr. Iron Culv. Pipe	191.40	66	L.F.	2.90	3.20	211.20
PA #1-30" " " " "	456.00	120	L.F.	3.80	4.17	500.40
PA #2-Substitute Cutback for Asphalt	100.26	100.26	Tons	1.00	1.00	100.26
PA #3-Barrel Cutback left on hand	53.25	2.42	Tons	22.00	22.40	54.21
¼"-0" Screen Rejections in Stockpile	119.48	477.9	C.Y.	0.25	0.25	119.48
Force Account	207.30					208.83
	$ 75,644.43					$ 80,350.61

Gross Revenue	$ 80,350.61
Net Cost	75,644.43
Net Profit	$ 4,706.18

Net Profit Equals 5.9% of Gross Revenue

DETAIL OF COST

Cost of Crushing:	Cost	Quantity	Unit Cost
Move Crushing Equipment In & Out	$ 1,055.00	22,235 Cu. Yds.	0.047
Set Up Crusher and Dismantle	2,365.06	"	0.106
Strip, Drill & Shoot Quarry	4,687.54	"	0.211
Load & Haul Rock from Quarry to Cr.	4,385.56	"	0.197
Crushing	7,167.89	"	0.322
Supervision & Overhead	1,950.75	"	0.088
Total Cost Cr. Rock in Bunker	$ 21,611.80		0.971
Mineral Aggregate in Bituminous Macadam:			
Cost at Bunker	12,003.02	12,361½ Cu. Yds.	0.971
Haul & Stockpile (7,000 c.y. hauled direct, not stockpiled)	1,072.30	5,361½ " "	(0.20)
Load, Haul & Place (Av. haul 2 miles)	10,639.84	12,361½ " "	0.861
Move Equipment In & Out	450.00	" " "	0.036
Traffic Control (Traffic Detoured)	131.05	" " "	0.011
Supervision & Overhead	1,672.05	" " "	0.135
	$ 25,968.26		2.10
Asphalt & Cutback in Place:			
Cost of Asphalt & Cutback (Including Freight)	16,917.80	834.72 Tons	20.27
Move In, Set Up and Move Out	538.00	"	0.65
Heat Asphalt	1,460.60	"	1.75
Haul & Spread Asphalt (Av. 4½ Miles)	2,161.82	"	2.59
Traffic Control (Traffic Detour)	131.05	"	0.16
Supervision and Overhead	809.60	"	0.97
	$ 22,018.87		26.39

REMARKS:

This contract was bid and awarded [illegible] [illegible], 19[illegible]; the work was not started until March 18, due to bad winter weather. The work was completed August 1, 19[illegible]. Snow, rain and mud during the spring delayed progress and increased cost.

The job consisted of grading, rock production, surfacing and bituminous macadam.

A crushing plant was erected during March and April at a State quarry located near the center of the project on the old highway. A large percentage of the rock in this quarry was rotten and unsuitable for surfacing or oil rock. The overburden of rotten rock was stripped with a cat, bulldozer, scraper, shovel and trucks. Ledges of hard durable rock were selected for crushing. The surfacing and shoulder material was crushed after which the oil rock was produced. A ledge of very good oil rock was opened up. Small shots were used in shooting the quarry. The rock broke small, similar to [illegible] rock.

A [illegible] shovel loaded the rock into trucks at the quarry, and the rock was hauled about [illegible] feet to the crusher. An 18" x 36" Jaw Crusher and a [illegible]" Cone Crusher powered with a [illegible] H.P. diesel motor produced [illegible] cubic yards of crushed rock in [illegible] hours operating time, an average of [illegible] cubic yards per hour. The crusher was operated two 8-hr. shifts per day.

Most of the excavation was done with two diesel cats, 1 bulldozer and 1 [illegible] yd. Carryall Scraper. A [illegible] shovel and trucks were used for excavation in boulders. Rain and mud increased the cost of excavation.

The work on bituminous macadam was started June 4th, and was completed July [illegible]th, during fine weather. Traffic was detoured over old highway, which parallels the new highway, and traffic interference was practically eliminated. This made it possible to spread oil and mineral aggregate the full width of road, which accelerated production. The base course of mineral aggregate for B [illegible] Bituminous Macadam was spread almost the full length of the job before oiling was started.

The [illegible] was set up in Lakeview. The average haul on hot asphalt was about [illegible] miles. Excellent progress was made on the bituminous macadam. Part of the project was within the city business section. [illegible] tons of asphalt were placed in [illegible] hours, an average of [illegible] tons per hour operating time.

In addition to the profit earned on this project, the contractor earned a profit of about $[illegible] on work done for City of Lakeview and for service station owners while he was set up.

[illegible]
Cost Analyst

32 a B

#1666

September 18, 1935.

Hartford Accident & Indemnity Company
L. N. Miller, Agent
Spalding Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1666, for the construction of the White Rock-Lakeview & Fremont Junction Section of the Warner Secondary and Fremont Highway in Lake County has been completed by the contractors, Dunn & Baker, Klamath Falls, and that final settlement will be made by the State with said contractors for work done under this contract, on or about September 28, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $80,978.83, including the final payment. Of this amount $210.08 was force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JM:CE

FORM 9-A-1 51945 5M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

32 C.L.

September 17, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. John T. Burch,
Resident Engineer,
Lakeview, Ore.

Dear Sir:

Notes for the reference points and permanent right of way markers on the White Rock-Lakeview Section of the Fremont Highway are being returned to you with the construction maps.

You will complete these maps by showing the above mentioned reference points and markers. You are being requested to do this as the drafting department discovered some discrepancies that could not be reconciled without additional information.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H.

CC to
R. H. Baldock ✓
K. D. Lytle

Form 3[illegible]

329B

GON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 14 1935, 1935

Section White R[illegible] - Lakeview

Kind of work Gra., Surf. and ~~Bt.~~ Macadam

Highway Fremont

Section prefix 19-1101

Contractor Dunn and Baker

Contract number 1688

Date of contract Dec. 20, 1934

Date of completion Aug. 31, 1935

Date work started March 18, 1935

Estimated date of completion Aug. 1, 1935

Amount of contract $ 86099.50

Per cent of time elapsed 100 + %

Estimated cost of completed project, exclusive of engineering $ 80200.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 4000, 5.0 %

Date project was completed Aug. 1, 1935

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

A sample of gravel was taken from the Narrows pit 10.5 miles south of Paisley for use in preparing plans on the [illegible]-Valley Falls project.

The setting of reference points, right of way markers, and section posts along the White Rock-Lakeview section was completed this week, also the setting of property corners within the city limits on the North Lakeview Section.

[illegible] were [illegible] showing the location of these points, and mailed in [illegible].

RECEIVED
SEP 16 1935
CONSTRUCTION [illegible]

Signed John F. Burch

Address Lakeview, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	ANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed	Project	complete			
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot		
Monday	"		
Tuesday			
Wednesday	Warm		
Thursday	"		
Friday	"		
Saturday	Cloudy & windy		

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

September 6, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of U.S.P.W. Proj. NRH 32-A (1935), White Rock-Lakeview Section, Fremont Highway, Lake County, ____________________, was made by a representative of this office on August 29, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

FORM 2-C-1 22775 TW 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

32 A B a 241

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

August 20, 1935

✓

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith.

Dear Sir:

Attached is Dunn and Baker's check for $16.20, being for royalty on rock sold to private individuals from our quarry which they used on their contract No. 1688 for the Lakeview project.

The remittance was made on the agreed price of one cent per yard as consented to in your letter of April 23rd.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

By: W. O. Widdows

WOW/e
cc John T. Burch
encl.

REFERRED TO
Probert
By State Highway Engineer

Check for $16.20
Received
August 22, 1935
S. H. Probert

Please find check & return this letter - noting same

FORM 3-C-1 18610 1-M 1-29
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

32915

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

August 19, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith.

Dear Sir:

In the construction of the Lakeview job contract No. 1688, Dunn and Baker ordered too much asphalt and had to return a part of one car to the refinery. We measured the volume of the oil returned and deducted 18.55 tons from the estimate.

We have now received from the Standard Oil Company a credit memorandum covering the return of this asphalt and they show that there was only 17.68 tons. Using this receipt, Dunn and Baker should be paid for 0.87 of a ton of asphalt more than was shown on our semi-final estimate.

Will you please make this correction on the estimate.

The credit memorandum referred to is attached hereto.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encl.
cc S. H. Probert
cc Dunn & Baker

32a13

#1688

SHELL OIL COMPANY

TERMINAL SALES BUILDING
13TH AND MORRISON

PORTLAND

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

JULY 23, 1935

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Dunn & Baker

We have information on Dunn & Baker's State of Oregon job in the White Rock-Lakeview and Fremont Junction Section, contract #1688. However, as we are selling this firm at several of our supply points it occurs to us that they may perhaps have other State jobs than Job #1688.

Provided they have been awarded more than this one job just referred to, will you kindly give us details in connection with any other State projects.

We are attaching triplicate copies of our Stencil Form #37, and would appreciate your furnishing us with information necessary to complete the first seventeen questions on the attached form.

Your usual cooperation will be appreciated.

Yours very truly,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:S

Stencil No. 124

PR 32-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon NRH 32-A (1935)
~~NRM 32-B (1935)~~

POST OFFICE BUILDING
PORTLAND, OREGON

May 1, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

REC[illegible]
MAY 2 [illegible]
STATE [illegible]

Dear Sir:

We are forwarding herewith for your files an executed copy each of the _____________ project agreement and certificate for the above numbered [illegible] projects

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Hwy. 24826

Form P. R. 2

State Oregon

U.S.Pub.Wks.Hwy. Project No. NRH 32-A (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 25th day of Febr., 1935 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.):

Whereas the Highway Department of said State submitted on the 22nd day of October, 1934, a revised project statement, which was approved by the Secretary on the 3rd day of November, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 5th day of December, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty seven thousand, three hundred thirty seven and 89/100 dollars ($67,337.89) as the share of the United States payable under said act on account of Section A of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under act of June 18, 1934.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 21+05.5 at the north city limits of Lakeview in the SW 1/4 of Sec. 10, T 39 S, R 20 E, W.M., and survey station 417+00 in the NE 1/4 of Sec. 3, T 38 S, R 20 E, W.M.,

, length 7.968 miles, in Lake County, being Section A of Oregon U.S.Pub.Wks. Hwy. project No. NRH 22/(1935), consisting of 7.968 miles of roadway and No bridges, none of more than 20 feet clear span, ~~of a mile in length~~. known locally as the White Rock-Lakeview section of the Fremont Highway between official control points Silver Lake and Lakeview.

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State **from funds apportioned under act of June 18, 1934.**

(Include date and citation of act of legislature by which authorized)

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixty seven thousand, three hundred thirty seven and 89/100 dollars ($67,337.89), certified to the Secretary of the Treasury as above mentioned, which [illegible]

[illegible] is [illegible] the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **A** of said project shall not in any event exceed the sum of **sixty seven thousand, three hundred thirty seven and 89/100** dollars ($ **67,337.89**), certified to the Secretary of the Treasury as above mentioned, which

---

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 19th day of April, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By R. H. Wilson
Acting *Chief, Bureau of Public Roads*

8—3518

Form [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub.Wks.Hwy. Project No. NRH 32-A (1935) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 67,337.89 as the total estimated cost of said project, and the sum of $67,337.89 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal proportion of~~ is said total estimated cost.

Done at the city of Washington, this 19th day of April one thousand nine hundred and thirty five

SECRETARY OF AGRICULTURE,

By [illegible] Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 [illegible]

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

[illegible] 32 2 B

June 24, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

In accordance with Mr. Probert's request of June 20th, we have remade the Price Agreement on the asphalt used in the binder course on the White Rock-Lakeview Section.

The revised agreement is submitted herewith for your approval.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

RECEIV

kdl/e
encls.
cc S. H. Probert.

FORM 6-C-1 10010 1-9 1-05
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

Lake Co.
32aBc

June 10, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Attention: Mr. E. G. Smith.

Attached is a price agreement on the Lakeview project , contract No. 1688 covering a change in the type of asphalt to be used in the binder course from "E" grade to light cut-back.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

By:
W. O. Widdows

wow/e
encl.

FORM 5-C-1 13010 1-M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

3202

Const
[illegible]
Lake Co.

May 22, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention Mr. H. G. Smith.

I am sending herewith Order for Extra Work No Three on the White Rock-Lakeview Section of the Fremont Highway, for your approval.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encl.

[illegible]

FORM 2-C-1 14167 8M 9-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

32a B

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

May 18, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention Mr. H. G. Smith

In the special provisions for the Lakeview job we provide for a binder course (see page 31 of special provisions). This prime coat is to be asphalt but I would suggest that instead we use cut back. The cut back price is $1.00 per ton more than the asphalt but I believe that it is worth the difference as it holds the dirtier rock much better. We plan to blade the loose gravel, of which there is not a large amount, out on the road before applying the oil.

The contractor is agreeable to making this change.

They plan on starting this oiling May 27, so that it will be necessary to know what decision you make on this matter by next Wednesday in order to allow time for the ordering of the oil.

Very truly yours,

K. D. Lytle
K. D. LYTLE
DIVISION ENGINEER

kdl/e

Baldock! If cutback is used
MC 1 or MC 2 is used by Bureau
Do you favor this:

Lytle advised by phone
that this would be OK
if approved by B.P.R.
Tom Adams agreed to look
situation over on the ground.

MAY 20 1935

FORM S-C-1

COMMISSIONERS

LESLIE M. [illegible] PORTLAND

CARL G. [illegible], EUGENE

E. B. [illegible] PENDLETON

[illegible] SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

3208

RECEIVED
APR 30 19
OREGON
STATE HIGHWAY COM

April 29, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. R. G. Smith.

I am sending herewith orders for Extra Work, numbers one and two on the White Rock-Lakeview Section.

Number one covers the lowering of the fence at the cemetery. This work was necessary in order to bring the approach to the cemetery down to the level of our grade.

Order number two is salvaging of culvert pipe. This pipe is in good shape and can be used in approaches to the road.

The approval of these orders will not necessitate any increase in the amount authorized for the job.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encl.

FORM 5-C-1 10000 1-M 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. [illegible]

Construction
Contracts & Agreements
Lake County
32a

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

April 29, 1935

RECEIVED
APR 30
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

I am sending herewith Price Agreement on the White Rock-Lakeview job covering the installation of two 30 inch pipes and one 24 inch. After seeing the amount of runoff this year we decided that the pipe specified for the respective locations were not large enough.

The approval of this agreement will not necessitate any increase in the amount set up for the job.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encl.

FORM 6-A-1 10010 10M 6-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

32a

Const.
Coop. & Agree.
Lake Co.

134

April 23, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

In regard to request of Dunn and Baker for permission to sell rock from the quarry about 6 miles north of Lakeview.

You may grant them permission to sell a nominal amount of rock, which will not unduly deplete our quarry, for one cent per cu. yd., which will cover the proportional cost of the quarry and the book-keeping necessary to handle the account.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

April 20, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

Attached is a copy of a letter wherein Dunn and Baker request permission to crush and sell rock from our quarry located about six miles north of Lakeview. As you know they are erecting a plant at this point to furnish materials for their state contract.

From all present indications there will be a large amount of rock in the quarry and it would be my recommendation that this permission be granted.

On account of the precedent which we might set I would suggest that they do not be charged over one cent per cubic yard royalty.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

kdl/e
encl.

REFERRED TO
By

J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

April 15, 1935

Oregon State Highway Department,
Bend, Oregon

Att: Mr. K. D. Lytle:

Dear Sir:

In addition to the rock which the City of Lakeview requires for their disposal plant there seems to be a considerable temporary demand for crushed rock at Lakeview. Some of this demand is private but the main project is a new school building.

There is no other source of material for any of these people and they are anxious to clean up all the work possible while our crusher is there. They are not familiar with the situation and naturally assume that we are able to sell them rock at our own convenience. We would appreciate it very much if some arrangement could be made for us to take some rock from the quarry as needed so as to accommodate these people and pay reasonable royalty to the state for the material.

Would you kindly take this matter up with the proper authorities immediately as it will be necessary for us to file a price prior to the letting of the school project May 4th? The price would necessarily be filed five days prior to that date.

Trusting that you will be able to give us some assistance in this matter, we beg to remain

Respectfully yours,

DUNN & BAKER

By

CAD:kh

APR 22 1935

NRS 32-A

January 8, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Whiterock-Lakeview Section, Project No. NRH 32-A (1935).

In computing the amount for the item of "Clearing and Grubbing" for this project, as well as Projects NRS 241 (1935) and NRH 32-B (1935), we have used the following basis:

Project No.	Description	Length		Proportionate Cost for Clearing and Grubbing
NRH 32-B (1935)	0+00 to 11+86	.225	mile	$ 61.58
	11+86 to 30+00-21+05.5	.343	"	93.87
NRH 32-A (1935)	21+05.5 to 44+00	.434	"	118.77
NRS 241 (1935)	0+42 to 44+00	.825	"	225.78
				$500.00

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR
Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. NRH 32-A (1935)

VALLEY FALLS-LAKEVIEW SECTION OF

THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 29, 1934.

Station 21+05.5 to Station 55+00.4 = Station 30+05.7
to Station 417+00

All Required		Clearing and Grubbing		$ 118.77
50	cu. yds.	Truck Excavation	$0.90	45.00
7,500	" "	Excavation, Single Classification	0.22	1,650.00
5,800	yd. sta.	Overhaul	0.02	116.00
0.41	mile	Finishing Roadbed and Slope	300.00	123.00
2,400	lin. ft.	Rounding Cut Slopes	0.10	240.00
140	" "	18" Corrugated Iron Pipe	2.00	280.00
2,900	cu. yds.	Talus Topping	0.25	725.00
4,200	yd. mi.	Hauling Talus Topping	0.12	504.00
70	cu. yds.	Rock Footpaths	2.50	175.00
1,800	" "	Crushed Rock Shoulders	1.60	2,880.00
700	" "	Filler	0.30	210.00
1,000	yd. mi.	Hauling Filler	0.12	120.00
130	M-Gals.	Sprinkling	1.25	162.50
7.97	miles	Preparation of Base	100.00	797.00
12,000	cu. yds.	Mineral Aggregate in Place	2.70	32,400.00
780	tons	Asphalt in Place	24.00	18,720.00
78	"	Emulsified or Outback Asphalt in Seal Coat	25.00	1,950.00
			Sub-total	$61,216.27
			10% Engr. & Cont.	6,121.62
			Total	$67,337.89

Length 7.968 miles
Cost per mile $8,451.04

NRH Funds Requested- $67,337.89

State funds for Construction: Chap. 175, laws 1917; Chapter 31, laws 1920
" " " Maintenance: Chapter 41, laws 1927

32A

December 27, 1934

Dunn & Baker, General Contractors
Klamath Falls
Oregon

Attention of Mr. C. A. Dunn

Gentlemen:

Reply is made to your letter of December 26 regarding the signing of the contract for the Lakeview job.

It will be quite satisfactory for you to retain the contract forms until January 4 or 5 in order to secure the signature of Mr. Baker.

With best wishes for a Happy and Prosperous New Year, I am

Very truly yours,

Secretary

HBG:AJ

J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

Dec. 26, 1934

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

We have at hand the contracts on the Lakeview job and due to the absence of Mr. Baker we will probably be unable to completely execute the contracts within the ten day limit. If it is satisfactory to you we will hold the contracts until his return about January 4th or 5th. If this will not be satisfactory kindly advise us and we will execute the contract without his signature and return the same to you.

Respectfully yours,

DUNN & BAKER,

By C. A. Dunn

CAD:kh

NRH-32A

December 22, 1934

Dunn & Baker
Box 431
Klamath Falls, Oregon

Gentlemen:

For use in connection with the White Rock-Lakeview and Fremont Junction Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Post Office Building, Klamath Falls, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc K. D. Lytle

Mach

NRH 32A

DIVISION ENGINEERS

ESTIMATE OF COST

WHITE ROCK-LAKEVIEW & FREMONT JUNCTION SECTIONS

GRADING, SURFACING AND BITUMINOUS MACADAM

FOR DEC. 20, 1934 LETTING

Clearing & Grubbing	All Specified				175.00
Trench Excavation	300	cu. yds	@	$0.60	180.00
Excavation, Single Classification	19,500	" "	"	0.30	5,850.00
Overhaul	26,000	yd. stas.	@	0.02	520.00
Truck Haul	2,000	yd. mi.	@	0.15	300.00
Finishing Roadbeds & Slopes	1.81	miles	@	150.00	271.50
Rounding Cutbanks	6,000	lin. ft.	@	0.20	1,200.00
18" Corrugated Iron Pipe	450	lin ft.	@	1.80	810.00
24" Corrugated Iron Siphon Pipe	280	lin. ft.	@	3.40	952.00
Concrete & Brick Manhole	1	only	@	100.00	100.00
Concrete Curb	2,100	lin. ft.	@	0.60	1,260.00
Talus Topping	7,700	cu. yds.	@	0.30	2,310.00
Hauling Talus Topping	9,400	yd. mis.	@	0.14	1,316.00
Rock Footpaths	350	cu. yds.	@	3.00	1.050.00
Crushed Rock Shoulders	1,900	cu. yds.	@	1.86	3,534.00
Coarse Materials in Surfacing	1,400	cu. yds	@	1.60	2,240.00
Fine Materials in Surfacing	800	cu. yds	@	1.60	1,280.00
Filler	1,600	cu. yds.	@	0.40	640.00
Hauling Filler	3,100	yd. mi.	@	0.14	434.00
Sprinkling	450	M-Gals.	@	1.50	675.00

Jm

Preparation of Base	8.54 miles	@	100.00	854.00
Mineral Aggregate in .... Place	13,400 cu. yds	@	2.92	39,128.00
Asphalt in Place	880 tons	@	26.50	23,320.00
Emulsified or Cutback.... Asphalt in Seal Coat	88 tons	@	27.50	2,420.00
1½"-3/4" Crushed Rock.... in Stockpile	200 cu. yds.	@	1.40	280.00
3/4" - ½" Crushed Rock ... in Stockpile	900 cu. yds	@	1.40	1,260.00
½"-¼" Crushed Rock .... in Stockpile	1,100 cu. yds.	@	1.40	1,540.00

Total Amount of Estimate 93,899.50

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 20, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Public Works highway project NRH 32-A (1935), White Rock-Lakeview section of the Fremont Highway, to Dunn & Baker, Klamath Falls, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

November 30, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs:

Herewith are enclosed six copies of estimate to accompany plans for the White Rock-Lakeview Section, Project No. NRH 32-A (1935).

Five bid proposals and five blueprint copies each of plan sheets numbers 1, 2-A, 3 and 4 are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works Highway
Project No. WPH 32-A (1935)

WHITE ROCK-LAKEVIEW SECTION OF
THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, November 17, 1934

Sta. 21+05.5 to Sta. 55+00.4 = Sta. 30 +05.7 to Sta. 417+00

All Required		Clearing and Grubbing			$ 20.00	57.91
50	cu. yds.	Trench Excavation	$ 1.00	.90	50.00	45.00
7,500	" "	Excavation, Single Classification	0.30	.22	2,250.00	1650.00
5,800	yd. sta.	Overhaul	0.02	.02	116.00	116.00
0.41	mile	Finishing Roadbed and Slopes	200.00	300.00	82.00	123.00
2,400	lin. ft.	Rounding Cut Slopes	0.10	.10	240.00	240.00
140	" "	18" Corr. Iron Pipe	2.00	2.00	280.00	280.00
2,900	cu. yds.	Talus Topping	0.30	.25	870.00	725.00
4,200	yd. mi.	Hauling Talus Topping	0.14	.12	588.00	504.00
70	cu. yds.	Rock Footpaths	1.90	2.50	133.00	175.00
1,800	" "	1¼" - 3/4" Crushed Rock in Shoulders	1.90	1.60	3,420.00	2,550.00
700	" "	Filler	0.40	.30	280.00	210.00
1,000	yd. mi.	Hauling Filler	0.15	.12	150.00	120.00
130	M-Gal.	Sprinkling	1.50	1.25	195.00	162.50
7.97	mile	Preparation of Base	100.00	100.00	797.00	797.00
12,000	cu. yds.	Mineral Aggregate in Place	3.00	2.70	36,000.00	32,400.00
780	Ton	Asphalt in Place	27.00	24.00	21,060.00	18,720.00
78	"	Emulsified or Cut-back Asphalt in Seal Coat	27.50	25.00	2,145.00	1,950.00
		Sub-total			$68,676.00	[illegible]
		10% Engr. & Cont.			6,867.60	[illegible]
		Total			$75,543.60	[illegible]

Length 7.968 miles

Cost per mile $ 9,467.35

WPH Funds Requested.. $75,543.60

November 16, 1934

N° S-32 A

Bureau of Contract Information, Inc.
Washington, D. C.

Attention: W. R. Richards
Asst. to President.

Gentlemen:

Acknowledgement is made of the receipt of your letter of November 12th with reference to the claim of Anderson Bros. against Morrison-Knudsen Company in connection with contract No. 1504 - White Rock-Lakeview Section of the Fremont Highway in Lake County.

Please be advised that we do not have the address of Anderson Bros. However, their attorney, Mr. John M. Hickson, who filed the claim has offices in the Pittock Block, Portland, Oregon. We have not been advised as to whether or not this claim has been settled.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1504

Bureau of Contract Information, Inc.

Securities Building
729 Fifteenth St., N.W.
Washington, D.C.

November 12, 1934.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

RE: MORRISON-KNUDSEN COMPANY,
Boise, Idaho.

Recently, in furnishing us with information regarding your experience with the above concern in connection with their contract for grading 8.02 miles highway, Lakeview, Oregon, you advised us that "Anderson Brothers filed claim on October 25, 1934 in the amount of $345.00 against this job for equipment and drivers furnished during the period from September 16, 1933 to May 7, 1934". In the event your records disclose the address of Anderson Brothers, we would appreciate your furnishing us with same.

Also, in the event your records disclose whether this claim has been satisfactorily taken care of, please advise us.

You will, of course, understand that any information you may be in a position to give us will be held in strict confidence and its source never disclosed in any report.

Assuring you of our appreciation of your cooperation and thanking you for a prompt reply, we are

Very truly yours,

BUREAU OF CONTRACT INFORMATION, INC.

W. R. Richards
W. R. RICHARDS,
Assistant to President.

y

#150

32A

October 31, 1934

Mr. John M. Hickson, Atty.
Pittock Block,
Portland, Oregon

Dear Sir:

In accordance with your recent request we are sending to you today, by express, a certified copy of State Highway Contract No. 1504 which was awarded on September 16, 1933 to Morrison-Knudsen Company covering grading work on the White Rock-Lakeview Section of the Fremont Highway in Lake County.

We understand you desire this copy in connection with the claim of Anderson Brothers amounting to $345.00 and for which an affidavit has been furnished this office.

Yours very truly,
STATE HIGHWAY COMMISSION

By

MC

Secretary

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

October 25, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Anderson Bros. for $345.00 against the bond taken from Morrison-Knudsen Company, principal, and Fidelity & Deposit Company of Maryland, surety, for work on the White Rock-Lakeview section of the Fremont Highway, which was forwarded to this office by John M. Hickson, Attorney, Portland, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

NOTICE OF CLAIM

TO: STATE OF OREGON, THE STATE HIGHWAY COMMISSION,
MORRISON-KNUDSEN CO., and FIDELITY & DEPOSIT
CO. OF MARYLAND, a corporation.

NOTICE IS HEREBY GIVEN that the undersigned, C. W. Anderson and G. D. Anderson, copartners, doing business under the firm name and style of Anderson Bros., have a claim for labor and equipment, in the sum of Three Hundred Forty-five ($345) Dollars, with interest thereon, as by law provided, against the bond taken from said Morrison-Knudsen Co., principal of said bond, and Fidelity & Deposit Co. of Maryland, a corporation, as surety, for the work of grading and surfacing that portion of highway in the State of Oregon known as the White Rock - Lakeview section of the Fremont Highway in Lake County, Oregon, consisting of eight and two-tenths (8.2) miles of grading work; that the State of Oregon contracted with said Morrison-Knudsen Co. to do said work, on or about the 16th day of September 1933, the exact date being unknown to claimants, and said bond being given to insure the faithful performance of said contract as by its terms provided, which said bond was made, executed and delivered by the parties aforesaid during the month of September 1933; that the labor and equipment aforesaid furnished by claimants was furnished for and used in a performance of the work called for by said contract and bond, and consisting of motor trucks and labor.

IN WITNESS WHEREOF, claimants have hereto set their hands and seals this 31st day of August 1934.

ANDERSON BROS. (SEAL)

By C. W. Anderson (SEAL)

AFFIDAVIT

STATE OF OREGON)
County of Multnomah) ss

I, C. W. Anderson, being first duly sworn, depose and say that I am one of the co-partners doing business under the firm name and style of Anderson Bros., who furnished equipment and labor consisting of motor trucks and drivers to Morrison-Knudsen Co., in Lake County, Oregon, which said equipment and labor was furnished and used in the performance of that certain contract made and entered into between the State of Oregon and the Morrison-Knudsen Co., on or about the 16th day of September, 1933; that said contract consisted of grading and surfacing that section of highway in Lake County, Oregon, known as the White Rock-Lakeview Section of the Fremont Highway, consisting of eight and two-tenths (8.2) miles of grading work; that said equipment and labor was furnished to said contractor, said Morrison-Knudsen Co., during the period from September 16th 1933 to May 7th, 1934; that there is a balance due and owing to said Anderson Bros. for said labor and equipment furnished and used on said job, the sum of Three Hundred Forty-five ($345) Dollars, which sum has not been paid or any part thereof, and is still due and owing to said Anderson Bros.

This Affidavit is made for the purpose of securing Certified copy of said contract between the State of Oregon and said Morrison-Knudsen Co. and the bond executed in connection therewith by Fidelity & Deposit Co. of Maryland, as surety.

C. W. ANDERSON

Subscribed and sworn to before me this 31st day of August, 1934.
(SEAL) J. M. HICKSON
Notary Public for Oregon. My commission expires 4/12/1937

Endorsed: File No. 2455
Filed October 25, 1934
P. J. STADELMAN, Secretary of State

October 30, 1934

Fidelity & Deposit Co. of Maryland
R. E. Pinney, Agent
Failing Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by Anderson Brothers against the bond furnished by Morrison-Knudsen Company in connection with State Highway Contract No. 1504 covering grading work on the White Rock-Lakeview Section of the Fremont Highway in Lake County. As you will note, this claim is in the sum of $345.00 and represents equipment and labor furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

MC

cc - Morrison-Knudsen Co.,
319 Broadway,
Boise, Idaho

October 30, 1934

Hon. P. J. Stadelman
Secretary of State
CAPITOL BUILDING

Dear Sir:

Acknowledgment is made of receipt of your letter of October 25 with attached copies of notice of claim which has been filed by Anderson Brothers against the bond furnished by Morrison-Knudsen Company in connection with State Highway Contract No. 2504 covering the grading of the White Rock-Lakeview Section of the Fremont Highway in Lake County.

In accordance with our usual practice we are today sending copies of this notice to the surety and the contractor.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

MC

#150x

32A

October 25, 1934

Mr. John M. Hickson
Attorney at Law
Pittock Block
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 24th, forwarding at our request affidavit of claim of Anderson Bros. against Morrison-Knudsen Company, rising out of a certain sub-contract in connection with the original contract between Morrison-Knudsen Company and the State Highway Commission for the construction of the White Rock-Lakeview Section of the Fremont Highway in Lake County. I wish to thank you for this affidavit.

Very truly yours,

Secretary.

HBG:OG

October 25, 1934

Fidelity & Deposit Co. of Maryland,
Failing Building,
Portland, Oregon

Attention: Mr. R. E. Pinney

Dear Sir:

This letter is to inform you that we have today received notice of a claim of Anderson Bros. against Morrison-Knudsen Company, the claim being in the sum of $345.00 for equipment and labor furnished Morrison-Knudsen Company in connection with their contract with the State Highway Commission for the construction of the White Rock-Lakeview Section of the Fremont Highway in Lake County, being State Highway Commission Contract #1504.

This information is being given you since you appear as surety on the bond furnished by Morrison-Knudsen Company in connection with this contract.

Very truly yours,

HBG:OG Secretary.

cc Morrison-Knudsen Co.
Boise, Idaho.

John M. Hickson
ATTORNEY AT LAW
PITTOCK BLOCK
PORTLAND, OREGON
BROADWAY 0673

October 24, 1934.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

We acknowledge receipt of certified copy of a contract between the State Highway Commission and Morrison-Knudsen Company for the grading of The White-Rock - Lakeview Section of the Fremont Highway in Lake County.

In accordance with request contained in your letter of October 22, we attach hereto copy of affidavit of claim of Anderson Bros.

Very truly yours,

J. M. Hickson

M

NOTICE OF CLAIM

TO: STATE OF OREGON, THE STATE HIGHWAY COMMISSION,
MORRISON-KNUDSEN CO., and FIDELITY & DEPOSIT
CO. OF MARYLAND, a corporation.

NOTICE IS HEREBY GIVEN that the undersigned, C. W. Anderson and G. D. Anderson, copartners, doing business under the firm name and style of Anderson Bros., have a claim for labor and equipment, in the sum ofThree Hundred Forty-five ($345) Dollars, with interest thereon, as by law provided, against the bond taken from said Morrison-Knudsen Co., principal of said bond, and Fidelity & Deposit Co. of Maryland, a corporation, as surety, for the work of grading and surfacing that portion of highway in the State of Oregon known as the White-Rock - Lakeview section of the Fremont Highway in Lake County, Oregon, consisting of eight and two-tenths(8.2) miles of grading work; that the State of Oregon contracted with said Morrison-Knudsen Co. to do said work, on or about the 16th day of September 1933, the exact date being unknown to claimants, and said bond being given to insure the faithful performance of said contract as by its terms provided, which said bond was made, executed and delivered by the parties aforesaid during the month of September 1933; that the labor and equipment aforesaid furnished by claimants was furnished for and used in a performance of the work called for by said contract and bond, and consisting of motor trucks and labor.

IN WITNESS WHEREOF, claimants have hereto set their hands and seals this 31st day of September 1934.

ANDERSON BROS. (SEAL)

By (signed) C. W. Anderson. (SEAL)

State of Oregon)
County of Multnomah) ss

AFFIDAVIT

I, C. W. Anderson, being first duly sworn, depose and say that I am one of the co-partners doing business under the firm name and style of Anderson Bros., who furnished equipment and labor consisting of motor trucks and drivers to Morrison-Knudsen Co., in Lake County, Oregon, which said equipment and labor was furnished and used in the performance of that certain contract made and entered into between the State of Oregon and the said Morrison-Knudsen Co., on or about the 16th day of September 1933; that said contract consisted of grading and surfacing that section of highway in Lake County, Oregon, known as the White Rock - Lakeview Section of the Fremont Highway, consisting of eight and two-tenths (8.2) miles of grading work; that said equipment and labor was furnished to said contractor, said Morrison-Knudsen Co., during the period from September 16, 1933 to May 7th, 1934; that there is a balance due and owing to said Anderson Bros. for said labor and equipment furnished and used on said job, the sum of Three Hundred Forty-five ($345) Dollars, which sum has not been paid or any part thereof, and is still due and owing to said Anderson Bros.

This Affidavit is made for the purpose of securing Certified Copy of said contract between the State of Oregon and said Morrison-Knudsen Co. and the bond executed in connection therewith by Fidelity & Deposit Co. of Maryland, as surety.

(signed) C. W. Anderson

Subscribed and sworn to before me this 31st day of August, 1934.

(signed) J. M. Hickson.
Notary Public for Oregon.
My commission expires 4/12/1937

11 32

August 22, 1934

Mr. C. O. Fenlason
Attorney at Law
Pittock Block
Portland, Oregon

Dear Sir:

Reference is made to your letter of August 20 regarding the Morrison-Knudsen contract in Lake County.

The contract to which you refer is state highway contract No. 1504 for the construction of the White Rock-Lakeview Section of the Fremont Highway in Lake County, consisting of 8.2 miles of grading work. The amount of the contract was $84,175 and the bond furnished by the contractor was in the same amount. The bond was written by the Fidelity & Deposit Company of Maryland for whom R. E. Pinney is agent with offices in the Failing Building, Portland. The name of the official contractor is Morrison-Knudsen Company, 319 Broadway, Boise, Idaho.

Our records show the project was completed on May 16, 1934 and was accepted by formal action of the State Highway Commission on June 6, 1934.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

RBG:jn

Aug, 21, 1934

H. B. G.

He means Contract No. 1504 - White Rock-Lakeview Section of the Fremont Highway in Lake County, 8.02 miles of grading -

Contract was completed May 16, 1934 and was accepted June 6, 1934 -

Surety is: Fidelity & Deposit Company of Maryland, R. E. Pinney, Agent, Failing Bldg., Portland,

Correct name of principal is "Morrison-Knudsen Company, Boise, Idaho.

---

of the principal, the name of the surety, and also the date on which the job was accepted, it being my understanding that such date is June 6, 1934.

Thanking you for your immediate attention to this matter,

Very truly yours,

CCF:M

John
please prepare the dope
AHS

RECEIVED

#1504

C. O. FENLASON
ATTORNEY AT LAW
PITTOCK BLOCK
PORTLAND, OREGON

August 20, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

I have a client who has a claim for materials furnished in connection with the contract let with Morrison Knudsen Co.

As I am informed, this contract covered certain grading and surfacing work on a highway over at Lakeview. I am also informed that the Fidelity & Deposit Company of Maryland was surety on the bond.

Will you kindly furnish me with a short actual description of this job, the job number, the correct name of the principal, the name of the surety, and also the date on which the job was accepted, it being my understanding that such date is June 6, 1934.

Thanking you for your immediate attention to this matter,

Very truly yours,

C. O. Fenlason

COF:M

Joe
please prepare the data
AKS

RECEIVED
[illegible]

FORM S.H-1 19703 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 19, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

The following amounts are being carried in budget around Lakeview:

Warner Lake Secondary	$10,000.00
Lakeview Outside City (NRH)	10,000.00
Lakeview Inside City (NRH)	10,000.00
White Rock, Lakeview Surfacing & Oiling	60,000.00

It is my recommendation that these all be included in one project since the oiling and rock crushing must be coordinated. Budgeted amounts must not be exceeded although surplus on NRH outside Lakeview can be used on White Rock-Lakeview if necessary.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to R. H. Baldock

FORM [illegible] 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

112-3a

3244 B

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

NOTED
State Highway Engineer

RECEIVED
JUL 18 1934
STATE HIGHWAY COMMISSION

July 17, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Before drawing up the specification for the Warner Valley Secondary Connection to the Fremont Highway and the City of Lakeview job I should have some knowledge of what is planned for the surfacing and oiling of the White Rock-Lakeview Section.

For topping on the Lakeview City job we can secure talus materials up the canyon just east of town but there is no crushed rock available for the oiling.

I originally figured that gravel would be used for the surfacing of the Warner Valley Connection but after we finished topping the White Rock-Lakeview section there was only 2000 yards left in the pit and the haul on it averaged about 8 miles. The location of the quarry that will be used in the sufacing and oiling of the White Rock-Lakeview Section is close to the Warner Valley road and it would be more economical to suface it with crushed rock and use the gravel for topping north of station 417.

If the department plans to do any oiling on the White Rock-Lakeview section either this year or next I would reccommend that the surfacing of the Warner Valley Road and the oiling of the City section be defered untill that job is done as the small amount of rock required for these two jobs would not justify the installation of a crushing plant.

There is attached a sketch showing various roads, garvel pits and quarry from which you can see that the crushed rock should all be produced at the same time for all jobs.

If the surfacing and oiling rock is produced from one plant for all three jobs it would mean that we should let only the grading of the Warner Valley Road and the grading and topping of the City job. These two jobs could be let under one contract if you so desired.

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER

page 2 of 1 July 17, 1934 K. D. Lytle

Please advise me as to your wishes in this matter.

Yours very truly,

K. D. Lytle
Division Engineer

kdl/jj
encl

#150g

32-a

July 5, 1934

Fidelity & Deposit Company of Maryland,
R. E. Pinney, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1504 for the construction of the White Rock-Lakeview Section of the Fremont Highway in Lake County, has been completed by the contractors, Morrison-Knudsen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 14, 1934.

The State has been advised of the claim of Ray Summit for work performed for Summit & Logan, sub contractors, in amount of approximately $3,000.00.

You are advised that the State assumes no responsibility for the above claim or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $76,892.81 including the final payment. Of this amount $229.74 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form [illegible]

ORE[illegible] STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 12, 1934

Section White Rock - [illegible]

Kind of work Grading

Highway Fr[illegible]

Section prefix 19FN - 32 - a

Contractor [illegible] Knudsen Co.

Contract number 1504

Date of contract Sept 16, 1933

Date of completion August 31, 1934

Date work started Sept. 28, 1933

Estimated date of completion May 15, 1934

Amount of contract $84175.

Per cent of time elapsed 68 %

Estimated cost of completed project, exclusive of engineering $77000.

Per cent of contract completed, based on total contract price 99 %

Engineering costs to date, $3934., 4.7 %

Date project was completed ...., 193...

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

619 yards of gravel and 1232 yards
of filler placed this week.
Hauling Completed May 7
Crew working on shoulders all week
Project will be completed by May 15.

RECEIVED
MAY 14 1934

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	Gravel [illegible] SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.55	7.55			
Miles partially completed	7.55	7.55			
Miles completed	7.55	7.5			
Total estimated quantities	48000	51000			
Estimated quantities moved or placed to date	8575	49626			
Average daily quantities		312			
Average daily quantities necessary to complete project on time		244			
Number shifts per day		[illegible]			
Hours per shift		5			
Average force on project for week		32			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	National Reemployment Service COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	15					2	17
Men and teams	1						1
Men and trucks under 3 tons	2						2
Men and trucks over 3 tons	8						8
Men and tractors	4						4

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., Trucks 4, Tractors + Blades 2, Draglines 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	[illegible]		
Monday	cloudy		
Tuesday	Rain	10	No work on account of rain
Wednesday	Clear		
Thursday	〃		
Friday	〃		
Saturday	〃		

FORM [illegible]
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

32 A

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

May 19, 1934

RECEIVED
MAY 21 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

The final estimate on the grading of the Lakeview Section of the Fremont Highway underran the estimate and the reasons for the difference between the quantities shown in the contract and those in the final estimate are as follows:

Clearing and Grubbing: No change.

Excavation, Single Classification: Under run of this item due to decrease in length of job. About 1800 feet on the south end of job was not graded due to controversy over route into Lakeview. Some of the difference was also due to not using the 10% which is always included in quantities.

Overhaul: Under run in this item due to not moving as much excavation as anticipated.

Truck Haul: Same reason as given for Overhaul.

Gravel Topping: Decrease in length of job caused underrun in this item.

Hauling Gravel Topping: Item under ran because we did not put in full quantity of topping.

Filler: Not as much filler required as was estimated.

Hauling Filler: Filler not used, hence decrease in haul.

Class "A" Concrete: Extra allowance not used.

Metal Reinforcement: Original quantities over estimated.

Salvaging Culvert Pipe: Did not salvage as much pipe as first estimated.

12" Corrugated Iron Pipe: Over run caused by having to put in more pipes than originally estimated.

18" Corrugated Iron Pipe: Over run caused by having to put in extra pipes.

24" Corrugated Iron Pipe: Over run. More pipes placed than estimated.

36" Corrugated Iron Pipe: Under run. Original quantity over estimated.

48"VCorrugated Iron Pipe: Over run caused by inability to salvage as much of this pipe as originally anticipated.

12" Corrugated Iron Siphon Pipe: Over run. Original estimate insufficient.

Yours very truly

K. D. Lytle

K. D. Lytle
Division Engineer

kdl/c
CC to
S. H. Probert
John T. Burch

-34
MISSIONERS
ESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

May 19, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

The final estimate on the grading of the Lakeview Section of the Fremont Highway underran the estimate and the reasons for the difference between the quantities shown in the contract and those in the final estimate are as follows:

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Excavation, Single Classification: Under run of this item due to decrease in length of job. About 1800 feet on the south end of job was not graded due to controversy over route into Lakeview. Some of the difference was also due to not using the 10% which is always included in quantities.

Overhaul: Under run in this item due to not moving as much excavation as anticipated.

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Gravel Topping: Decrease in length of job caused underrun in this item.

Hauling Gravel Topping: Item under ran because we did not put in full quantity of topping.

Filler: Not as much filler required as was estimated.

Hauling Filler: Filler not used, hence decrease in haul.

Class "A" Concrete: Extra allowance not used.

Metal Reinforcement: Original quantities over estimated.

Salvaging Culvert Pipe: Did not salvage as much pipe as first estimated.

12" Corrugated Iron Pipe: Over run caused by having to put in more pipes than originally estimated.

18" Corrugated Iron Pipe: Over run caused by having to put in extra pipes.

24" Corrugated Iron Pipe: Over run. More pipes placed than estimated.

36" Corrugated Iron Pipe: Under run. Original quantity over estimated.

48"VCorrugated Iron Pipe: Over run caused by inability to salvage as much of this pipe as originally anticipated.

12" Corrugated Iron Siphon Pipe: Over run. Original estimate insufficient.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
CC to
S. H. Probert
John T. Burch

FORM 5-011 [illegible] 1900 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

32 a 13

112-3a

May 19, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

We are returning, by Express and included in the box which contains the semi-final estimate on the White Rock-Lakeview Section of the Fremont Highway, the final notes, consisting of 4 pads of field notes and the final cross sections on the Seufert-Deschutes River Section of the Columbia River Highway, Contract No. 253.

An attempt was made to use these original grading notes to check the sections on the S. H. Newell Co. contract No. 1366 over which there is considerable controversy.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

NOTED
State Highway Engineer

FORM 5-8-1 12988 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

FH-22-2

May 19, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Attention Mr. H.G. Smith

Dear Sir:

I checked over the grading estimate on the White Rock-Lakeview Section of the Fremont Highway with Mr. Moody, who is the Superintendent for Morrison-Knudsen Company and he was quite satisfied with every thing except the quantities given him for stripping the gravel pit which was located 2.6 miles northwest of station 361.

There seemed to be a difference of opinion between him and our Resident Engineer Mr. Burch as to the depth of the overburden on this pit. I looked over the work but of course it is now impossible to arrive at any definite conclusions as to which of the two were right. Burch took levels over the original ground but the contractor only stripped the pit at times when it was most convenient to him. He used a drag line and when no trucks were at the pit he would do a little stripping or would strip the pit after the trucks had hauled the last loads at night. The work being carried on in that manner made it impossible for the Resident Engineer to secure an exact measurement and all he could do was go out to the pit at various times and make an estimate on the depth as best he could.

The contractor based most of his claim on the fact that the runner of the drag line claimed to have spent 80 hours on this work and the capacity of the machine was about 100 C.Y. per hour. He figured he should have about 8000 C.Y. He said that there were pockets of overburden which we did not get.

H. B. GLAISYER, SECRETARY
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
COMMISSIONERS

In view of the conflicting views, I thought it would be best to settle the matter so instructed the Resident Engineer to figure the stripping using an average depth of 1.7 feet, which will be acceptable to the contractor.

The estimate, which is being sent, shows this increase. The notes for these measurements showing the yardage both before and after was changed. The figures will be found on pages 151 and 153 of the book headed "Misc. Notes."

I believe that the matter was fairly settled and would recommend that the estimate as now prepared be accepted for final payment.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
CC to
Mr. John T. Burch

#1504

32a

April 18, 1934

Fidelity & Deposit Co. of Maryland
R. E. Pinney, Agent
Failing Building
Portland, Oregon

[illegible]

Gentlemen:

Attached is copy of letter received from the West Contract Company, Portland, advising that their claim of $104.00 for rental of equipment used by Morrison-Knudsen Company and Logan Construction Company in the construction of the White Rock-Lakeview Section of the Fremont Highway in Lake County, has been paid in full.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

c.c. Morrison-Knudsen Co.
319 Broadway
Boise, Idaho

April 18, 1934

West Contract Company
Portland, Oregon

Attention Mr. Frank Penepacker, President

Gentlemen:

This acknowledges receipt of your letter of April 16 advising that your account against Morrison-Knudsen Company and Logan Construction Company in the sum of $104.00 for rental of equipment used on the White Rock-Lakeview Section of the Fremont Highway in Lake County has been paid in full. I thank you for this information.

Very truly yours

Secretary

HBG:jm

Portland, Oregon,
April 16, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention Mr. H. B. Glaisyer

The claim filed by West Contract Company against Morrison-Knudsen Company and Logan Construction Company and Fidelity & Deposit Company of Maryland in the sum of $104.00 for rental of equipment used by Logan Construction Company on White Rock-Lakeview Section of the Fremont Highway in Lake County has been paid and settled and this letter is to so inform you and release the claim filed against said contractors and said bond.

Yours very truly,

WEST CONTRACT COMPANY
BY Frank Penepacker
President

#1504

32-a

March 24, 1934

Mr. Albert T. Kemmer
Attorney at Law
Guardian Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 22 requesting claim blanks to enable you to file the claim of Ray Summit against the Morrison-Knudsen Company contract at Lakeview.

This department has no standard form for filing of claims; the form of claim is to be substantially as shown in Chapter 280, Oregon Laws for 1931.

The contract to which you refer is State Highway Contract No. 1504 and is for grading White Rock-Lakeview Section of the Fremont Highway in Lake County.

The bond furnished by the contractor was written by Fidelity & Deposit Company of Maryland for which R. E. Pinney is resident agent; his address is Failing Building, Portland.

Very truly yours,

Secretary

HBG:AJ

ALBERT T. KEMMER
ATTORNEY AT LAW
803 GUARDIAN BUILDING
PORTLAND, OREGON

March 22, 1934

RECEIVED
MAR 24 1934
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission
Salem, Oregon

Gentlemen:

I desire to file a claim of approximately $3000.00 in behalf of Ray Summit, the Assignee of a claim for work done for Summit and Logan on a rental basis for equipment used on work performed at Lakeview for Morrison - Knudsen.

Please send me the necessary claim blanks and I would thank you for the identifying number of this job.

The work was done between October 1, and December 31, 1933.

Yours very truly,

AK:BH

#1504

32-a

March 19, 1934

Raffety & Pickett
Attorneys at Law
Title and Trust Building
Portland, Oregon

Gentlemen: Attention of Mr. Harry L. Raffety

This acknowledges receipt of your letter of March 16 enclosing statement of the claim of Western Contract Company against Morrison-Knudsen Company and Logan Construction Company, said claim being in the sum of $104 for the rental of equipment used by Logan Construction Company who, you state, are subcontractors under Morrison-Knudsen Company on the White Rock-Lakeview Fremont Highway project in Lake County.

We are today noting this claim in the records of this job and are calling the attention of the contractors and the surety on the bond to this matter.

Very truly yours,

Secretary

HBG:AJ

March 19, 1934

Fidelity & Deposit Company of Maryland
c/o H. E. Pinney, Agent
Failing Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim that has been filed with us by West Contract Company against the job that was awarded by the Commission to Morrison-Knudsen Company for grading the White Rock-Lakeview Section of the Fremont Highway in Lake County, State Highway Contract No. 1804.

The claim amounts to $104 and is for rental of one six-wheel flat bed trailer used by Logan Construction Company, which is a subcontractor on the above-described job.

This information is given you as you appear as surety on the contractor's bond in this instance.

Very truly yours,

Secretary

AJ

cc Morrison-Knudsen Co.
319 Broadway
Boise, Idaho

HARRY L. RAFFETY
DAVID C PICKETT

LAW OFFICES
OF
RAFFETY & PICKETT
TITLE AND TRUST BUILDING
PORTLAND, OREGON

March 16, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention Mr. H. B. Glaisyer

Herewith I enclose the following:

1. Claim of West Contract Company against Morrison-Knudsen Company and Fidelity & Deposit Company of Maryland.

Please file this claim in your office. The claim is against the general contractor and its surety on account of rental due from subcontractor, Logan Construction Company, in connection with State Highway Contract #1504 covering the grading of the White Rock-Lakeview Section of the Fremont Highway in Lake County, State of Oregon.

Yours very truly,

HARRY L. RAFFETY

HLR:DF

Portland, Oregon,
March 14, 1934.

TO: OREGON STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned, West Contract Company, has a claim for rental of One (1) Wentwin 6 Wheel flat bed trailer in the sum of One Hundred Four ($104.00) Dollars against the bond taken from Morrison-Knudsen Company and Fidelity & Deposit Company of Maryland for the work of State Highway Contract No. 1504 covering the grading of the White Rock-Lakeview Section of the Fremont Highway in Lake County, State of Oregon. The claim above mentioned is on account of rental to Logan Construction Company by West Contract Company of the Wentwin 6 wheel flat bed trailer taken out at 6:00 P.M. October 9th, returned 8:00 P.M. on October 13th, total 104 hours at $1.00 per hour, amounting to One Hundred Four ($104.00) Dollars, which said trailer was used by said Logan Construction Company in and about the performance of a subcontract under Morrison-Knudsen Company in the highway work above mentioned. Said sum of One Hundred Four ($104.00) Dollars is the reasonable rental value of said trailer for said time and said amount is unpaid.

WEST CONTRACT COMPANY
BY Frank Pennepacker
President

#1504

12-R

March 12, 1934

Mr. Harry L. Raffety, Lawyer
Title and Trust Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of March 10 requesting information concerning the bond furnished by the original contractors for the construction of the White Rock-Lakeview Section.

I presume that you have reference to State Highway Contract No. 1504 covering the grading of the White Rock-Lakeview Section of the Fremont Highway in Lake County, which contract was awarded by the State Highway Commission to Morrison-Knudsen Company, 319 Broadway, Boise, Idaho, on September 16, 1933. We have heard rumors that Logan Construction Company is working on some highway project in Lake County, but do not know positively which project it is.

The information given below concerns the Morrison-Knudsen contract. The bond furnished was written by Fidelity & Deposit Company of Maryland for which Mr. R. E. Pinney is local agent, with offices in the Failing Building, Portland. The amount of the contract is $84,175.00, which is also the amount of the bond. The contract has not yet been completed, the date of completion specified in the contract being August 31, 1934.

Very truly yours,

Secretary

HBG:AJ

HARRY L. RAFFETY
DAVID C. PICKETT

LAW OFFICES
OF
RAFFETY & PICKETT
TITLE AND TRUST BUILDING
PORTLAND, OREGON

March 10, 1934.

State Highway Commission,
Salem, Oregon.

Gentlemen: Attention Mr. H. B. Glaisyer,
Secretary

West Contract Company of Portland, Oregon, has asked me to prepare a claim against Morrison-Knudsen Company on account of Machinery rental to subcontractor, Logan Construction Company for a six wheel trailer shovel used in connection with the White Rock-Lakeview Section of the Fremont Highway in Lake County, Oregon. Will you please send me the name of the surety upon the bond of the general contractor and also the date of the acceptance of this work by the Highway Commission.

Yours very truly,

Harry L. Raffety

HARRY L. RAFFETY

HLR:DF

January 30, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Due to a controversy concerning the routing of the highway at the north entrance to Lakeview, which has developed subsequent to awarding Contract No. 1504 covering the improvement of the White Rock-Lakeview Section, Project No. NRH 32, it is our desire to change the south end of the project from Station 0+00 to Station 18+50.

We are accordingly enclosing herewith six copies of revised project agreement estimate based on the work to be done within the revised project limits. We are likewise enclosing three copies of a letter from the contractor on the project, Morrison-Knudsen Company, in which letter the contractor signifies his willingness to the reduction in length of the project.

Under separate cover, we are sending five blueprint copies of sheets 1, 2 and 3 of the plans, to replace those in the plans which you now have.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 32

WHITE ROCK-LAKEVIEW SECTION OF

THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for modified project agreement. Based on low bid prices).

Salem, Oregon, January 23, 1934.

All Required		Clearing and Grubbing		$ 2,000.00
134,000	cu. yds.	Excavation, Single Classification	$0.24	32,160.00
158,500	yd. sta.	Overhaul	0.015	2,377.50
17,700	yd. mi.	Truck Haul	0.20	3,540.00
48,000	cu. yds.	Gravel Topping	0.26	12,480.00
128,000	yd. mi.	Hauling Gravel Topping	0.14	17,920.00
1,700	cu. yds.	Filler	0.40	680.00
3,400	" "	Hauling Filler	0.18	612.00
90	" "	Class "A" Concrete	24.00	2,160.00
12,300	lbs.	Metal Reinforcement	0.08	984.00
660	lin. ft.	Salvaging Culvert Pipe	0.70	462.00
50	" "	12" Corrugated Iron Pipe	1.25	62.50
450	" "	18" " " "	2.00	900.00
210	" "	24" " " "	3.00	630.00
170	" "	36" " " "	5.00	850.00
35	" "	48" " " "	7.50	262.50
530	" "	12" Corrugated Iron Siphon Pipe	1.50	795.00
			Sub-total	$ 78,875.50
			10% Engr. & Cont.	7,887.55
			Total	$ 86,763.05

Length of Roadwork 7.544 miles
Cost per mile $11,500.93

National Recovery Highway Funds Requested $86,763.05

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1927.

FORM 5-C-1 12082 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

32a13

112-3-e

December 15, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

State Highway Engineer
NOTED

Dear Sir: Attention: Mr. H. G. Smith.

Attached is Division Engineers estimate on the White Rock-Lakeview and Fremont Junction Section for which the Commission is receiving bids on December 20th.

Very truly yours,

K. D. Lytle,
Division Engineer

By:
W. O. Widdows

wow/e
encl.

DIVISION ENGINEERS

ESTIMATE OF COST

WHITE ROCK-LAKEVIEW & FREMONT JUNCTION SECTIONS

GRADING, SURFACING AND BITUMINOUS MACADAM

FOR DEC. 20, 1934 LETTING

Clearing & Grubbing	All Specified				175.00
Trench Excavation	300	cu. yds	@	$0.60	180.00
Excavation, Single ...... Classification	19,500	" " "		0.30	5,850.00
Overhaul	26,000	yd. stas.	@	0.02	520.00
Truck Haul............	2,000	yd. mi.	@	0.15	300.00
Finishing Roadbeds ..... & Slopes	1.81	miles	@	150.00	271.50
Rounding Cutbanks	6,000	lin. ft.	@	0.20	1,200.00
18" Corrugated .... Iron Pipe	450	lin ft.	@	1.80	810.00
24" Corrugated .... Iron Siphon Pipe	280	lin. ft.	@	3.40	952.00
Concrete & Brick .... Manhole	1	only	@	100.00	100.00
Concrete Curb	2,100	lin. ft.	@	0.60	1,260.00
Talus Topping	7,700	cu. yds.	@	0.30	2,310.00
Hauling Talus Topping	9,400	yd. mis.	@	0.14	1,316.00
Rock Footpaths	350	cu. yds.	@	3.00	1.050.00
Crushed Rock Shoulders ...	1,900	cu. yds.	@	1.86	3,534.00
Coarse Materials in ...... Surfacing	1,400	cu. yds	@	1.60	2,240.00
Fine Materials in .... Surfacing	800	cu. yds	@	1.60	1,280.00
Filler	1,600	cu. yds.	@	0.40	640.00
Hauling Filler	3,100	yd. mi.	@	0.14	434.00
Sprinkling	450	M-Gals.	@	1.50	675.00

Preparation of Base	8.54 miles	@	100.00	854.00
Mineral Aggregate in .... Place	13,400 cu. yds	@	2.92	39,128.00
Asphalt in Place	880 tons	@	26.50	23,320.00
Emulsified or Cutback.... Asphalt in Seal Coat	88 tons	@	27.50	2,420.00
1½"-3/4" Crushed Rock.... in Stockpile	200 cu. yds.	@	1.40	280.00
3/4" - ½" Crushed Rock ... in Stockpile	900 cu. yds	@	1.40	1,260.00
½"-¼" Crushed Rock .... in Stockpile	1,100 cu. yds.	@	1.40	1,540.00
Total Amount of Estimate				93,899.50

FORM 5-A-1 10165 10M 7-30

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

32-a

November 28, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

We have just received Extra Work Order No. 1, White Rock-Lakeview Section of the Fremont Highway covering the installation of wooden boxes in the old road where culverts have been salvaged. You state that the installation of these boxes are necessary to prevent the old road from washing. We assume from this that the old road is to continue in use, and if that is the case why were the culverts salvaged? It seems to us it would have been more economical to have left the old culverts in instead of salvaging them. Please advise.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low
H.

CC to
R. H. Baldock ✓

FORM D-A-1 10163 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

32-a

November 28, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

In regard to Extra Work Order #2, on the White Rock-Lakeview Section which covers the replanting of ten small trees at the Flavell-Utley Cemetery.

It is my understanding that the right of way in front of this cemetery had not been purchased. Will you kindly advise concerning this and state whether we have authority to move the fence and replant the trees.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

FORM 8-C-1 11543 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

32a

November 16, 1933

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

In regard to the inclusion of the City Entrance job at Lakeview along with the job at the White Rock-Crooked Creek Section.

We will do this but upon receipt of the plans from Lakeview I find that the line located could be bettered so I sent the plans back for revision. They are having a hearing on this route at Lakeview next Wednesday the 22nd and I will not be able to complete the specifications until after that date.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

RECEIVED
NOV 17 1933
OREGON
STATE HIGHWAY COMMISSION

32-a

October 18, 1933

Mr. K. D. Lytle
Highway Division Engineer
Bend, Oregon

Dear Sir:

As requested in your letter of October 13th, we are returning to you herewith the correspondence, estimate and blueprint sketch map which were transmitted to us with that letter. This correspondence refers to the White Rock-Lakeview Section of the Fremont Highway.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:KR

Encl.

White Rock - Lakeview (Location profile quantities)

South 1/4 Mile of Job (Sta. 26+97.1 to 5+00)
3376.9 feet

1.	Excavation, single classification	8583	cy.	@ $0.24		$2059.92
2.	Overhaul	13,490	y. sta.	@ 0.015		202.35
3.	Truck haul	227	y.m.	@ 0.20		45.40
4.	Gravel Topping	3700	cy	@ 0.26		962.00
5.	" " Haul (2.644 y.m./cy.)	9780	y.m.	@ 0.14		1369.20
6.	12" C.I. Pipe	18	L.f.	@ 1.25		22.50
7.	24" C.I. Pipe	60	L.f.	@ 3.00		180.00
					Total	$4841.37

Ulrick

MAN, PORTLAND
ORNE, EUGENE
RICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

October 13, 1933

RECEIVED
OCT 16 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. S. H. Probert

Dear Sir:

We are enclosing herewith our file on the north entrance approach of the Fremont Highway to the town of Lakeview.

The route which we have shown as the Hill Route and which is now a County road cannot be greatly improved on as to curvature other than the elimination of the two 90° angles. The three curves shown have improvements such as service station and camp grounds which would prohibit flattening them out.

I think all other points of vital importance are covered in the correspondence attached. Will you please return our file after it has served your purpose?

Yours very truly

K. D. Lytle
Division Engineer

By W. O. Widdows

W. O. Widdows

wow/c

32-a

October 7, 1933

Morrison-Knudsen Co.
319 Broadway
Boise, Idaho

Gentlemen:

We are today forwarding by express an executed copy of the contract awarded to you on September 16, 1933 for the grading of the White Rock-Lakeview Section of the Fremont Highway in Lake County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jn

a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

Sept. 27, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

The agreement estimate for Oregon National Recovery Highway Project No. NRH-32, White Rock - Lakeview Section of Fremont Highway, is being forwarded for approval. As submitted by you, this estimate is erroneous in that the sub-total is shown as $84,175.00 and the 10% item as $8,417.50. These figures should be, respectively, $82,495.00 and $8,249.50.

The efforts of every individual in this organization are directed toward the expeditious handling of all documents, particularly those pertaining to projects included in the NR program; errors of this nature, which appear to be so unwarranted, have no other effect than to slow up the work of this organization.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Senior Highway Engineer.

RECEIVED
SEP 28 1933
OREGON
STATE HIGHWAY COMMISSION

FORM 5-C-1 8666 500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

nRH 32-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

September 26, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

In the contract for the White Rock-Lakeview job we specify that we will furnish gravel pits located as follows:

(1) Gravel pit located 100 feet west of station 147.

(2) Gravel deposit located 2.6 miles northwest of station 417.

(3) Gravel pit located 500 feet east of station 248.

(4) Gravel pit located 600 feet west of station 385.

I understood from Mr. Mark McAllister that he was lined up on pits nos. 1 and 2 but have heard nothing as to whether or not anything has been done towards securing the ones numbered 3 and 4.

Will you interview Mr. Devers regarding this and advise me as to the status of the right to enter upon these lands?

Yours very truly

K. D. Lytle
Division Engineer

RECEIVED
SEP 27 1933
OREGON
STATE HIGHWAY COMMISSION

kdl/c
CC to
Mr. J. M. Devers.

NOTED
State Highway Engineer

September 22, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the White Rock-Lakeview Section, Project No. NRH-32.

The several discrepancies in the pipe item mentioned in your letter of August 30th have been corrected in the agreement estimate and summary sheet. We are sending five blueprint copies of the revised summary sheet.

Your attention is called to the item of "Excavation, Single Classification" which was given in the previous estimate as 148,000 cu. yds. The correct participating quantity of 141,000 cubic yards has been used in the agreement estimate. The additional 7,000 cubic yards included in the previous estimate, and likewise in the bid proposal, are required in the construction of non-participating lateral roads.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-32

WHITEBECK-LAKEVIEW SECTION OF
THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 20, 1933

All Required		Clearing and Grubbing		$ 2,000.00
141,000	cu. yds.	Excavation, Single Classif.	$ 0.24	33,840.00
160,000	yd. sta.	Overhaul	0.015	2,400.00
18,000	yd. mi.	Truck Haul	0.20	3,600.00
51,000	cu. yds.	Gravel Topping	0.26	13,260.00
135,000	yd. mi.	Hauling Gravel Topping	0.14	18,900.00
1,800	cu. yds.	Filler	0.40	720.00
3,600	yd. mi.	Hauling Filler	0.18	648.00
90	cu. yds.	Class "A" Concrete	24.00	2,160.00
12,300	lbs.	Metal Reinforcement	0.08	984.00
690	lin. ft.	Salvaging Culvert Pipe	0.70	483.00
50	" "	12" Corr. Iron Pipe	1.25	62.50
450	" "	18" " " "	2.00	900.00
210	" "	24" " " "	3.00	630.00
170	" "	36" " " "	5.00	850.00
35	" "	48" " " "	7.50	262.50
530	" "	12" Corr. Iron Siphon Pipe	1.50	795.00
			Sub-total	$ 82,495.00
			10% Engr. & Cont.	8,249.50
			Total	$ 90,744.50

Length of Roadwork 7.929 miles

Cost per mile $ 11,444.63

National Recovery Highway Funds Requested $ 90,744.50

State Funds for Construction: Chap. 175, laws 1917, Chap. 51, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

7fH32a

September 21, 1933

Mr. J. T. Burch
Valley Falls, Oregon

Dear Sir:

In preparing the monthly estimates on the White Rock-Lakeview Section grading contract (No. 1504) please list the non-participating work separately from the Federal Aid work.

The non-participating work is all the work in excess of an amount necessary to make a satisfactory connection to the highway performed on the road to Hunter Ranch, the Sanitarium Road (two connections), and the road to Goldmehr Subdivision.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by D. G. DeSart/MB

cc Mr. K. D. Lytle

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREG.

September 16, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 32, White Rock-Lakeview section of the Fremont Highway, 8.02 miles of grading and surfacing, to Morrison-Knudsen Company, Boise, Idaho, who submitted the low bid of $84,175.00.

Very truly yours,

WH Lynch

W. H. LYNCH
District Engineer

Division Engineer's
Estimate of Cost
White Rock-Lakeview Section

Fremont Highway 8.02 Miles Grading

Clearing & Grubbing	All				$100.00
Excavation, Single Class.	148,000	C. Y.	@	0.20	29,600.00
Overhaul	160,000	Yd. Sta.	@	0.02	3,200.00
Truck Haul	18,000	Yd.Mi.	@	0.16	2,880.00
Gravel Topping	51,000	C. Y.	@	0.32	16,320.00
Hauling Gravel Topping	135,000	Yd. Mi.	@	0.12	16,200.00
Filler	1,800	C. Y.	@	0.25	450.00
Hauling Filler	3,600	Yd.Mi.	@	0.12	432.00
Class "A" Concrete	90	C. Y.	@	30.00	2,700.00
Metal Reinforcement	12,300	Lbs.	@	0.07	861.00
Salvaging Culvert Pipe	690	Lin.Ft.	@	1.00	690.00
12" Corr. Iron Pipe	50	" "	@	1.50	75.00
18" " " "	450	" "	@	2.00	900.00
24" " " "	210	" "	@	3.00	630.00
36" " " "	170	" "	@	5.00	850.00
48" " " "	35	" "	@	10.00	350.00
12" " Iron Siphon Pipe	530	" "	@	1.70	901.00
					$77,139.00

FORM 8-C-1 9886 500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RK 32-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

September 14, 1933

RECEIVED
SEP 15 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I am sending herewith a map showing the present route of the Fremont Highway into Lakeview and the proposed route.

The present route was established at the time this highway was built north from Lakeview in the year 1920. The proposed route was graded in 1927 by Lake County and the City of Lakeview. When the revision north of Lakeview was located last year no~~t~~ thought was given to changing the approved routing of the highway into town as we had, in 1930, resurfaced and oiled all of the present route that lies within the boundaries of the town.

The question of adopting the proposed route was brought to the attention of Mr. Klein in 1930 when we were resurfacing and oiling the present routes and Judge Kelty was told that if the City or County would procure sufficient right of way to permit the substitution of light curves for the right angle turns at Main Street and Dewey Street, the new route would be adopted. However, the property owners wanted so much money for the land that the City or County could not fulfill their part. The matter was dropped and we proceeded to surface and oil the present route.

NOTED
State Highway Engineer

There are several factors which favor the present route which are as follow:

All of the section within the City is surfaced and oiled. No new right of way is needed. Straighter line.

The reasons against adoption of the proposed route are as follow:

The line passes by a primary school. The entire line from the junction to the intersection with Main Street and Western Avenue would have to be widened, surfaced and oiled. The distance is approximately 4600 feet. The cost of grading is heavier and the curvature greater on this line. There are, however, several advantages that are held by this line which are:

The right angle turns can be eliminated by the purchase of additional right of way. The distance for travel from the north into the town is shortened by about 800 feet, although the distance for this travel towards the west would be increased.

It would be my recommendation that the new route be not adopted on account of the additional cost, the danger to school children, the damage done to people who have built commercial businesses on the present route with the thought that this route had been permanently established.

You will find attached herewith, a comparison of distances and cost of construction of the two lines from a common point to the intersection of Western Avenue and Main Street. The cost of the grading is only approximate as we have never made a detailed study of this section.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

Division Engineer's
Comparison Of
Hill Route & Designated Route
Fremont Highway North Entrance
to
Town of Lakeview
Common Point at Cemetary to Western & Main Sts.

DESIGNATED ROUTE		HILL ROUTE	
Length	5800 Lin. Ft.	Length	5000 Lin. Ft.
Degrees Central Angle	203°	Degrees Central Angle	300° (present)

Estimated Cost of Grading & Road Mix Surfacing

Grading	$5500.00	Grading	$13,800.00
Surfacing	2970.00	Surfacing	4,990.00
Total	$8470.00	Total	$18,790.00
Right of Way Acquired		Right of way to be acquired on section near school to eliminate two 90° angles.	

AUGUST
Twenty-Ninth
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are today sending, under separate cover, five blueprint copies of the typical section sheet for the Whiterock-Lakeview Section, Project No. NRH-32, which sheet has been revised to show the gravel topping section. Changes have likewise been made in the grading sections, these revisions being for the purpose of permitting a uniform gravel topping section 26' in width.

As the 7 x 7 culvert at Station 56 is for the purpose of permitting stock to be taken from one side of the highway to the other without interference with traffic, it is our request that federal participation be allowed on the structure.

We are, accordingly, enclosing herewith six copies of revised estimate which include the culvert as a participating item.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-32

[illegible]-LAKEVIEW SECTION OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany regrading plans. Not as basis for project agreements.)

Salem, Oregon, August 29, 1933.

All Required		Clearing and Grubbing		$ 1,000.00
141,000 ~~148,000~~	cu. yds.	Excavation, Single Classif.	$ 0.30	44,400.00
160,000	yd. sta.	Overhaul	0.03	4,800.00
18,000	yd. mi.	Truck Haul	0.15	2,700.00
51,000	cu. yds.	Gravel Topping	0.40	20,400.00
135,000	yd. mi.	Hauling Gravel Topping	0.15	20,250.00
1,800	cu. yds.	Filler	0.40	720.00
3,600	yd. mi.	Hauling Filler	0.15	540.00
90	cu. yds.	Class "A" Concrete	25.00	2,250.00
12,300 ~~[illegible]~~	lbs.	Metal Reinforcement	0.06	738.00
690	lin. ft.	Salvaging Culvert Pipe	1.00	690.00
50	lin. ft.	12" Corr. Iron Pipe	1.30	65.00
450	lin. ft.	18" Corr. Iron Pipe	2.00	900.00
210 ~~170~~	lin. ft.	24" Corr. Iron Pipe	3.50	595.00
170 ~~35~~	lin. ft.	30" Corr. Iron Pipe	4.50	157.50
35	lin. ft.	48" Corr. Iron Pipe	10.00	350.00
530	lin. ft.	12" Corr. Iron Siphon Pipe	1.50	795.00
			Sub-total	$ 101,350.50
			10% Engr. & Cont.	10,135.05
			Total	$ 111,485.55

Length of Roadwork 7.929 miles

Cost per mile $ 14,060.48

National Recovery Highway Funds Requested $ 111,485.55

Correct pipes and lbs quantities
on general estimate.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-32

[illegible]-LAKEVIEW SECTION OF
THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany regrading plans. Not as basis for project agreement.)

Salem, Oregon, August 29, 1933.

All Required		Clearing and Grubbing		$ 1,000.00
148,000	cu. yds.	Excavation, Single Classif.	$ 0.30	44,400.00
160,000	yd. sta.	Overhaul	0.03	4,800.00
18,000	yd. mi.	Truck Haul	0.15	2,700.00
51,000	cu. yds.	Gravel Topping	0.40	20,400.00
135,000	yd. mi.	Hauling Gravel Topping	0.15	20,250.00
1,800	cu. yds.	Filler	0.40	720.00
3,600	yd. mi.	Hauling Filler	0.15	540.00
90	cu. yds.	Class "A" Concrete	25.00	2,250.00
1,300	lbs.	Metal Reinforcement	0.06	738.00
690	lin. ft.	Salvaging Culvert Pipe	1.00	690.00
50	lin. ft.	12" Corr. Iron Pipe	1.30	65.00
450	lin. ft.	18" Corr. Iron Pipe	2.00	900.00
170	lin. ft.	24" Corr. Iron Pipe	3.50	595.00
35	lin. ft.	36" Corr. Iron Pipe	4.50	157.50
35	lin. ft.	48" Corr. Iron Pipe	10.00	350.00
530	lin. ft.	12" Corr. Iron Siphon Pipe	1.50	795.00
			Sub-total	$ 101,350.50
			10% Engr. & Cont.	10,135.05
			Total	$ 111,485.55

Length of Roadwork 7.929 miles

Cost per mile $ 14,060.48

National Recovery Highway Funds Requested $ 111,485.55

AUGUST
Twenty-Fifth
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany regrading plans for the White Rock-Lakeview Section, Project No. NRH-32.

Five bid proposals, five sets of blueprint plans and one set of original cross-sections are being sent under separate cover.

A revised project statement map to show the revised location of this project will be sent to you in the near future.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-32

[illegible]-LAKEVIEW SECTION OF
THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany regrading plans. Not as basis for project agreement.)

Salem, Oregon, ~~August 25, 1933~~

Quantity	Unit	Item	Price	Amount
All Required		Clearing and Grubbing		$ 1,[illegible]
148,000	cu. yds.	Excavation, Single Classif.	$0.30	44,[illegible]
160,000	yd. sta.	Overhaul	0.03	4,[illegible]
18,000	yd. mi.	Truck Haul	0.15	2,[illegible]
51,000	cu. yds.	Gravel Topping	0.40	20,[illegible]
135,000	yd. mi.	Hauling Gravel Topping	0.15	20,2[illegible]
1,800	cu. yds.	Filler	0.40	[illegible]
3,600	yd. mi.	Hauling Filler	0.15	[illegible]
90 ~~45~~	cu. yds.	Class "A" Concrete	25.00	~~1,1[illegible]~~ 2250.00
1300 ~~4,700~~	lbs.	Metal Reinforcement	0.06	~~[illegible]~~ 939.00
690	lin. ft.	Salvaging Culvert Pipe	1.00	690.00
30	" "	12" Corr. Iron Pipe	1.30	[illegible]
450	" "	18" " " "	2.00	[illegible]
170	" "	24" " " "	3.30	[illegible]
35	" "	30" " " "	4.50	157.50
35	" "	48" " " "	10.00	[illegible]
530	" "	12" " " Siphon Pipe	1.50	795.00

Sub-total $ ~~99,7[illegible]~~ $101350.50
10% Engr. & Cont. ~~9,[illegible]~~ 10135.05
$ ~~109,746.43~~ $111485.55

Length of Roadwork 7.929 miles

Cost per mile $13,841.14 14060.48

National Recovery Highway Funds Requested $ ~~109,746.43~~ $111485.55

NON-PARTICIPATING

Stock Pass, Sta. 56+00

Quantity	Unit	Item	Price	Amount
45	cu. yds.	Class "A" Concrete	$25.00	$ 1,125.00
7,600	lbs.	Metal Reinforcement	0.06	456.00
				$ 1,581.00

Oregon State Highway Department

National Recovery Highway
Project No. NRH-32

WHITEROCK-LAKEVIEW SECTION OF
THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany regrading plans. Not as basis for project agreement.)

Salem, Oregon, August 25, 1933

All Required		Clearing and Grubbing		$1,000.00	
148,000	cu. yds.	Excavation, Single Classif.	$0.30	44,400.00	
160,000	yd. stas.	Overhaul	0.03	4,800.00	
18,000	yd. mi.	Truck Haul	0.15	2,700.00	
51,000	cu. yds.	Gravel Topping	0.40	20,400.00	
135,000	yd. mi.	Hauling Gravel Topping	0.15	20,250.00	
1,800	cu. yds.	Filler	0.40	720.00	
3,600	yd. mi.	Hauling Filler	0.15	540.00	
90	cu. yds.	Class "A" Concrete	25.00	~~2,250.00~~	1125.00
4700 ~~12,300~~	lbs.	Metal Reinforcement	0.06	~~738.00~~	282.00
690	lin. ft.	Salvaging Culvert Pipe	1.00	690.00	
50	" "	12-inch Corr. Iron Pipe	1.30	65.00	
450	" "	18-inch " " "	2.00	900.00	
170	" "	24-inch " " "	3.50	595.00	
35	" "	36-inch " " "	4.50	157.50	
35	" "	48-inch " " "	10.00	350.00	
530	" "	12-inch " " Siphon Pipe	1.50	795.00	
		Sub-total		~~$ 101,350.50~~	99769.50
		10% Engr. & Cont.		~~10,135.05~~	9976.95
				~~$ 111,485.55~~	109,746.45

Length of Roadwork 7.929 miles

Cost per mile ~~$14,060.48~~ $13,841.14

National Recovery Highway Funds Requested $109,746.45

Non Participating

Stock Pass sta. 56+00

45 cy	Class A Concrete	25.00	$1125.00
7600 lbs	Metal Reinforcement	.06	456.00
			1581.00

a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

STATE HIGHWAY [illegible]

Dear Sir:

Reference is made to plans for proposed Oregon NRH 32. The section sheet does not show the number of the project, and also the gravel topping section is not shown. Please submit regular number of corrected prints.

Also, the 7x7 culvert at Sta. 56 can be included in the estimate as a participating item if this structure is to be used to keep stock off of the right of way.

Very truly yours,

W. H. LYNCH
District Engineer

By

Sr. Highway Engineer

F A S
137 B

FORM S-C-1 [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

PR 32a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

August 23, 1933

RECEIVED
AUG 24 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

In order to expedite the job I have written up the specifications for a road mix job north of Lakeview and am sending them herewith.

The estimate of cost comes to $39,215.00, which added to the $81,813.00 for the grading gives a total of $121,028.00 for the completed job. I cannot see any way to hammer the job down to $100,000.00 unless we put something like an 0-8 right on top of the gravel topping and wait until we have enough money to do a good job. If we did the 0-8, gravel from the pit 2.6 miles northwest of station 417 could be used for the mineral aggregate. This would only be a temporary job and would probably cause us a lot of trouble. You might discuss the matter of a plant mix with Mr. Baldock.

In my special provisions for the road mix I have provided that we could add sand or filler to the mineral aggregates but really do not expect that we could find suitable material and so will have to use the gravel as it comes from the pit.

My suggestion on this job would be to let the grading first and see what sort of a price we get before making a definite decision on the oiling.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl.

Estimate of Cost

White Rock-Lakeview Section

Fremont Highway

8.03 Miles Oiled Roac Mix

Preparation of Gravel Base	8.1 miles	@	$100.00	$810.00
Mineral Aggregates	10,600 C. Y.	@	0.30	3,180.00
Hauling Aggregates	34,000 Yd.Mi.	@	0.12	4,080.00
Mixing and Finishing	8.1 Miles	@	700.00	5,670.00
Light Cut-back Asphalt in Place	750 Tons	@	24.00	18,000.00
Gravel Shoulders	3,500 Yd. Mi.	@	0.12	1,260.00
Sprinkling	800 M. Gals.	@	2.00	1,600.00
				$35,650.00
Engineering & Contingencies				3,565.00
				$39,215.00

Special Provisions

White Rock-Lakeview Section

Fremont Highway

8.03 Miles of Oiled Roadmix

DESCRIPTION OF WORK

The work to be done under the contract consists of the construction of 8.03 miles of oiled road mix.

The south end of the project is at station minus 5+00, which station is at the north limits of the City of Lakeview.

The north end of the project is at station 417+00, which station is approximately 8 miles north of Lakeview.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than August 30, 1934.

CONSTRUCTION OF ROAD MIX

Standard Specificiations to Apply:

The road mix surface treatment shall be constructed in accordance with the standard specifications for "Road Mix Surface Treatment" given in Section 18 of the standard specification form, except as that standard specification is hereinafter supplemented and qualified.

Bituminous Cement:

All bituminous cement to be used shall be light grade cut back asphalt as described in section 46 of the standard specifiaation form.

Mineral Aggregates:

The mineral aggregates to be placed on the road by the contractor shall be gravel obtained from a gravel pit located approximately 2.6 miles northwest of station 417. It shall be selected pit run gravel from which all materials that will not pass a grizzly have one (1) inch bar spacing has been removed. It shall be selected from the pit with the view of obtaining the most uniformly graded materials in the pit, and it shall be loaded, handled and placed in such manner that there will be no segregation of the coarse materials from the fine materials.

The right to take materials from this pit will be provided by the State without expense to the contractor.

The expense of opening up, developing and operating the gravel pit, including the removing of the overburden and the construction and maintaining of hauling roads, shall be borne by the contractor.

Filler Materials:

In the event that the grading of the gravel aggregates taken from the pit hereinbefore designated, do not meet the requirements as to the grading required for an oil mix, the engineer may require the contractor to haul in and mix with the gravel, sand, earth or filler of a suitable quality to be obtained from such suitable sources as the engineer may designate.

Such materials as are added to the original gravel aggregates shall be mixed with the aggregates back and forth across the roadway in the manner specified in the standard specification.

The right to take materials from such source or sources as the engineer may direct will be furnished by the State without cost to the contractor.

Basis of Payment:

The basis of measurement and payment for the furnishing, hauling and placing of the sand, earth or gravel used in the work as above specified, and the prices at which payment is to be made therefore, shall be the same as for the furnishing, hauling and placing of the gravel aggregates from the pit heretofore designated.

In case it is necessary to remove overburden from the sources from which the additional materials are obtained, payment for such removal will be made at a price of twenty-five cents ($0.25) per cubic yard, the quantity to be paid for at that price to be determined by measurement of the overburden in its original position prior to excavation.

Preparation of Base:

The gravel base shall, preparatory to the placing of the oil mix, by blading or other suitable means, be brought to uniform crown and grade with a surface free from ruts, humps, depressions and other irregularities. The area on which the road mix surface treatment is to be applied shall then, if the engineer so orders, be cleaned by sweeping.

If the topping will not set up without sprinkling, the contractor shall sprinkle the road during the period of blading.

Immediately following the sweeping of the road, cut back asphalt shall be applied at the rate of 0.25 gals per square yard, after which it shall be covered with gravel of the kind heretofore described. The gravel shall be applied at the rate of from 0.008 to 0.010 cubic yards per square yard. The road shall then be thoroughly rolled with a three wheeled, ten ton roller.

Depositing and Windrowing Aggregates:

After the gravel topping has been prepared as specified, aggregates for the road mix surface treatment shall be obtained from the source hereinbefore specified and deposited along the center line of the oiled gravel base. The amounts to be placed in this manner shall be as the engineer directs, which, in general, will be at the rate of 1000 cubic yards per mile.

The aggregates thus placed shall be b laded into a compact windrow and the windrow shall be measured for uniformity of volume in the manner specified in the standard specifications. If the windrow is not uniform in volume, the contractor shall remedy such defect by the addition of more materials or by the moving of materials from places where an excess occurs, to placds where there is a deficiency.

In order to allow time for measuring and making a screen analysis of the windrowed materials, the materials shall be allowed to stand in the windrow for at least one day before further manipulation. After the windrow has been properly proportioned the dry materials shall be thoroughly mixed by blading.

DETAILS OF APPLICATION OF ROAD MIX.

Surface Treatment:

The application of bituminous cement and the mixing, spreading, smoothing and compacting of the mixture shall all be done in the manner specified in the standard specification except that the contractor will be permitted to close the road and to carry on his operations over the full width instead of confining them to one half the roadway at a time as the standard specification provides.

Seal Coat:

The application of the seal coat shall be made as specified in the standard specification, the mineral aggregate to be especially selected fine pit run gravel taken from the pit hereinbefore designated or, if more suitable material for the seal coat is available, at the pit located 100 feet west of station 147, then in that event the contractor will be required to take all or part of the rock for the seal coat from the last named location.

Measurement and Payment:

Payment will be made for the road mix surface treatment in the manner specified in the standard specification, except that the pay items shall be as follows:

1. Preparation of Gravel Base.
2. Mineral Aggregates.
3. Hauling Aggregates.
4. Mixing and Finishing.
5. Light Cutback Asphalt in Place.

The quantity to be paid for at the price bid per mile for "Preparation of Gravel Base" shall be the number of miles (measured to the nearest hundredth of a mile) of gravel base actually prepared as specified.

The number of cubic yards to be paid for at the price bid per cubic yard for "Mineral Aggregate" shall be the number of cubic yards of new gravel aggregate or filler actually furnished and measured in the work, including that used in the oiling of the gravel base preparatory to the application of the road mix surface treatment and that used in covering the seal coat. The gravel aggregate shall be measured in the hauling trucks at the place of deposit on the road.

The basis of measure for the items "Hauling Aggregate", "Mixing and Finishing" and "Light Cut-back Asphalt in Place" shall be the same as specified for the corresponding items in the standard specification.

GRAVEL SHOULDERS.

Description:

Under this item the contractor shall construct shoulders of pit run gravel as indicated by the typical cross section plan.

Materials:

The materials to be used in the construction of the gravel shoulders shall be pit run gravel obtained from whichever of the following pits the engineer shall designate:

(1) Gravel deposit located 100 feet west of station 147.
(2) Gravel deposit " 500 " east of station 248.
(3) " " " 600 " west " " 385/
(4) " " " 2.6 mi. northwest of " 417.

The contractor may be required to use all of the above designated pits or any combination thereof.

It shall be incumbent upon the contractor to make a careful examination of these pits as no allowance will be made in case it is necessary to loosen the materials in any of the pits by blasting.

Acquisition of Porperty Rights:

The State Highway Commission will furnish and make available to the contractor, without charge, the right to excavate and use gravel from the deposits mentioned, and the right to use such property in the vicinity thereof as may be needed for hauling roads.

Development of Sources of Materials:

The contractor shall bear all expense incidental to the opening, developing and operating of the sources of materials, including the removal of overburden and the constreting and maintaining of hauling roads.

Details of Construction:

The shoulder materials shall be deposited along the edges of the roadway and shall then be shaped to such line, grade and cross section that after they have been compacted by folling, they will occupy the position and be of the cross-section indicated in the typical cross-section plan. After having been so placed and shaped, they shall be rolled until thoroughly compacted. Prior to the folling, however, any stones occurring in the gravel that are too large to be fully incorporated in the shoulder course, shall be raked out and disposed of in a manner satisfactory to the engineer.

The construction of the gravel shoulders shall be done during the interval of time between the completion of the oil treatment and the applying of the final seal coat.

Sprinkling:

If, in the opinion of the engineer, sprinkling of the gravel shoulders is required, such sprinkling shall be done by state forces, or paid for as extra work.

Loads to Be Levelled:

To facilitate and make more accurate the measurement of the gravel materials, the contractor shall, by striking off or some other satisfactory means bring the top of each load to a level surface with all corners completely filled.

Measurement and Payment:

Payment for the construction of the gravel shoulders will be made at the price bid per cubic yard for "Gravel Shoulders," which price shall be understood to include and cover all work involved, except the hauling of the materials from the place of excavation to the places of deposit. Payment for the hauling of the materials will be made at the price bid per yard mile for "Hauling Shoulder Material."

The quantities to be paid for at the price bid per cubic yard for "Gravel Shoulders" shall be the number of cubic yards of gravel hauled and used in the construction of gravel shoulders as specified.

The quantities to be paid for at the price bid per yard mile for "Hauling Shoulder Materials" shall be the number of yard miles of hauling work necessarily performed in the transporting of the shoulder materials from the places at which they are loaded, to the places at which they are incorporated in the work, it being understood that each load of the materials will be hauled from the gravel deposit which is nearest the point at which the load is deposited on the road, unless the engineer orders otherwise.

Measurement of the shoulder materials will be made in the trucks in which the materials are hauled, the measurement to be made at the points of deposit.

Haul distances shall be measured in half-mile units, fractional half-miles being allowed for as full half-miles.

SPRINKLING WORK

Standard Specifications to Apply:

Such sprinkling work as may be ordered by the engineer to be done shall be performed and paid for in accordance with the standard specification for "Sprinkling" as given in Section 13 of the standard specification form.

MISCELLANEOUS PROVISIONS

Contractor to Furnish Flagmen and Pilot Cars:

Contrary to the provisions which appear on pages 64 and 65 of the standard specification form, the state will bear no part of the expense of controlling traffic or of conducting traffic past the work. All flagmen, pilot cars and pilot car drivers required to control and conduct traffic in a manner satisfactory to the engineer shall be furnished by the contractor, and compensation therefor shall be understood to be included in the payments made for some one or more of the listed bid items.

Time of Starting Work:

The actual mixing of the materials on the road shall not be started before June 15, 1934.

Responsibility for Maintenance:

The state will carry on maintenance operations on this section in the usual manner until such time as the contractor is ready to begin work on the project. At that time the section under contract will be turned over to the contractor in the condition it is in at that time, and the contractor will be responsible for whatever maintenance and preparation work may be necessary between that time and the time of completion of all work to be done on the section under contract.

FORM 9-0-4 8896 500 6-30

COMMISSIONERS
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E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

FA 32a

August 22, 1933

RECEIVE
AUG 23 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I am attaching hereto Special Provisions and Estimate of Cost for 8.08 miles of Grading and Topping of the White Rock-Lakeview Section of the Fremont Highway.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl.

Special Provisions
White Rock-Lakeview Section
of
The Fremont Highway
8.03 Miles Grading & Topping

Description of Work.

The work to be done under the contract consists of the grading and topping of 8.03 miles of the White Rock-Lakeview Section of the Fremont Highway.

The south end of the section is at station minus 5+00, which station is near the south city limits of the City of Lakeview.

The north end of the section is at station 417+00, which station is approximately 8 miles north of Lakeview.

Date of Completion.

The work to be done under the contract shall be completed not later than August 31, 1934.

CLEARING & GRUBBING

Specifications:

The clearing and grubbing work shall be performed in accordance with the standard spedifications for "Clearing and Grubbing" as given in Section 7 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Areas to Be Cleared and Grubbed:

The clearing and grubbing work to be performed for the lump sum price bid for "Clearing and Grubbing" shall be the clearing and grubbing of only such areas (but all of such areas) as are to be occupied by embankments, borrow pits, roadbed excavations and excavations for culverts, drains and other facilities.

EXCAVATION AND EMBANKMENT CONSTRUCTION

Specifications:

All excavation and embankment construction work and all other earthwork shall be performed in accordance with the standard specification for "Earthwork" as given in Section 8 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Classification:

All pay excavation shall be classified in accordance with the single classification basis of classification described in section 8 of the standard specification form.

Compaction of Embankments:

Embankments shall be built up in horizontal layers having uniform thicknesses not greater than eight (8) inches and each layer shall be separately and thoroughly compacted by means of caterpillar bulldozers, by means of heavy tamping rollers, by means of tractors having wheels equipped with heavy tamping lugs or by some other thoroughly effective compacting equipment approved by the engineer. The compacting operations on each layer shall continue until no further compaction can be obtained and the placing of the successive layers of embankment material shall under no circumstances be commenced until that condition is fulfilled.

Where, on account of the presence of solid rock in the embankment materials or on account of the embankment materials being clean gravel or sand, compacttion by the methods above described, is ineffective, compaction by those methods may, if the engineer approves, be dispensed with. In such case, however, the placing of the materials in horizontal layers will be required, the thickness of the layers to be as the engineer may order but not greater than two (2) feet.

Cut Ditches:

Cut ditches and side ditches shall be taken out to the cross section indicated on the plans and shall be finished true to the lines and grades established by the engineer.

PIPE CULVERTS AND SIPHONS

All pipe culverts and pipe siphons shall be furnished and installed in accordance with the standard specifications for the different types of culverts and siphons as given in sections 26, 27 and 29 of the standard specification form.

Alternate Bids:

Alternate bids will be received for the concrete and corrugated galvanized iron types of culverts and siphons, and contractors are requested to bid on both types. Which of the two types will be used will be determined by the State Highway Commission at the time the contract is awarded.

SALVAGED CULVERT PIPES

When called for by the plans or where ordered by the engineer, the contractor shall take out existing culverts in the old road, which parallels the section being constructed, and reinstall them in the places designated by the engineer.

This work shall be performed and paid for in accordance with the standard specification for "Salvaged Culvert Pipe" as the same is given in Section 33 of the standard specification form.

CLASS "A" CONCRETE

The Class "A" Concrete to be used in the construction of headwalls for siphons shall be furnished and placed in accordance with the standard specification for "Concrete for Structures" as the same is given in Section 34 of the standard specification form.

GRAVEL TOPPING

The new roadbed shall be topped with gravel topping of the cross section shown on the plans. The gravel topping shall be constructed in accordance with the standard specification for "Selected Roadbed Topping" as given in Section 9 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow:

Materials:

The material to be used in the construction of the center twenty two (22) feet shall be pit run gravel obtained from gravel deposits located as follows and from such other gravel deposits as the engineer may select and designate.

(1) Gravel deposit located 100 feet west of station 147+00, known locally as the Ingle Pit.

(2) Gravel deposit located 2.6 miles northwest of station 417+00.

The materials to be used outside of the twenty-twa (22) foot center strip shall be pit run gravel obtained from gravel deposits located as follows and from such oth er gravel deposits as the engineer may select and designate.

(1) 500 ft. east of Station 248+00.

(2) 600 ft. west of Station 385+00.

It shall be understood that the contractor has made a careful examination of all these pits and has determined, to his own satisfaction, whether or not the pits can be dug with his equipment or will have to be shot with dynamite as the State will not allow any claim for additional compensation in case any or all of the pits cannot be dug without blasting.

Details of Construction:

After the roadbed has been graded to the specified grade and cross section and immediately before the topping materials are placed, the top of the roadbed shall be made smooth and free of ruts and irregularities by means of blade graders.

The topping materials shall then be spread to the specified width in layers not to exceed four inches in thickness, care being taken to prevent the different classes of materials from becoming mixed. Each layer shall be bladed to a smooth and even surface. After the top layer has been bladed to a smooth and even surface, suitable filler materials shall be spread over the gravel in such quantities as may be required to properly fill and bind the upper three or four inches of the topping. These filler materials shall then be mixed with the gravel by harrowing or by such other means as is found to be most effective, and when the mixing is completed, the mixed materials shall be bladed to a smooth and even surface and to the cross section indicated by the typical cross section plan.

When, in the opinion of the engineer, the subgrade on which the topping is to be laid, is of a quality that is suitable, the portion of the topping outside of the center twenty two (22) feet shall be dispensed with. In these places the subgrade shall be trenched and the section of topping outside of the center twenty two feet shall be built from the materials taken from the subgrade.

All stones more than three (3) inches in diameter that are not fully imbedded in the topping shall be raked off the roadway and disposed of in a manner approved by the engineer.

After the gravel topping has been constructed as above specified, it shall be bladed and kept free of ruts and other irregularities until all of the topping is in place.

Measurement and Payment:

Measurement and payment for gravel topping shall be made as specified in the standard specification form (section 9) except that the pay itemswill be designated "Gravel Topping" and "Hauling Gravel Topping" instead of "Selected Roadbed Topping" and "Hauling Roadbed Topping" as the standard specification states.

No extra or separate payment will be made for the gravel taken from the subgrade by the trenching method outlined above. Payment for the trenching shall be understood to be included in the prices bid for grading.

FILLER

The filler materials used in the upper portion of the gravel topping shall be furnished and paid for as stated in the standard specification for "Filler", which specification is given in Section 12 of the standard specification form.

The quality of filler used shall not exceed 10 per cent of the quantity of gravel with which it is mixed.

PILE TRESTLES

Standard Specification to Apply:

The pile trestles to be constructed on this section shall be constructed in accordance with the trestle plan attached hereto and in accordance with sections 41 and 42 of the standard specification form.

Width of Roadway:

The trestle superstructers shall have a roadway width of twenty-four (24) feet.

Estimate of Cost

White Rock-Lakeview Section

Fremont Highway

8.03 Miles Grading & Topping

Excavation, Single Classification	141,000	C. Y.	@ 0.20	$28,200.00
Overhaul	160,000	Sta.Yd.	@ 0.02	3,200.00
Truck haul	18,000	Yd. Mi.	@ 0.16	2,880.00
12" Culvert Pipe	25	Lin. Ft.	@ 1.50	37.50
18" " "	450	" "	@ 2.00	900.00
24" " "	200	" "	@ 3.00	600.00
36" " "	170	" "	@ 5.00	850.00
48" " "	35	" "	@ 10.00	350.00
12" Siphon Pipe	530	" "	@ 1.70	901 .00
Class "C" Concrete	3	C. Y.	@ 30.00	90.00
Salvaged Culverts	655	Lin.Ft.	@ 1.00	655.00
Gravel Topping	51,000	C. Y.	@ 0.32	16,320.00
Hauling Gravel Topping	135,000	Yd. Mi.	@ 0.12	16,200.00
Filler	1,800	C. Y.	@ 0.25	450.00
Hauling Filler	3,600	Yd. Mi.	@ 0.12	432.00
Timber Piling	500	Lin. ft.	@ 1.50	750.00
Lumber & Timber	26	M.F.B.M.	@ 60.00	1,560.00
				$74,375.00
Engineering & Contingencies				7,437.50
Total				$81,813.00

V. B. Staples - - President
E. H. Davidson - Vice-Pres.
H. C. Boyer - - - Treasurer
W. J. Pinney - - Secretary

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Aug. 22, 1933.

Hon. Leslie M. Scott, Chairman,
Oregon State Highway Commission,
Portland, Oregon.

Dear Mr. Scott:-

After a meeting of the Associated Chambers of Commerce at Nampa last night, I had a heart to heart talk with Mr. Gray, President of the Nampa Chamber, and Mr. Riner, President of the Caldwell Chamber on the I. O. N. situation.

Your letter to Mr. Griffiths seemed to have relieved them of their cocksureness in directing the Oregon Highway Commission where to build highways in Oregon.

Mr. Gray said "all they asked" was a connection from Rome to Jordan Valley and Idaho would build its own road thro its own territory to this point. I came back "with why in hell"they had delayed so many years in making this known which would have avoided all this controversy.

Yours very truly,

W. J. Pinney
Secretary.

Acknowledge
[illegible] was read by
commission

12M 5-34 8888 300 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
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H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

92a

July 13, 1933

JUL 14 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention ~~Mr.~~ H. G. Smith

Dear Sir:

The screen analysis and abrasion tests on two of the gravel pits we figured on using in the improvement of the road north of Lakeview were so unfavorable that I would not recommend that the gravel be used for topping. The only gravel that can be used is that in the pit at station 148 and we cannot feel sure that there is over 24,000 cubic yards at that location.

The rejection of the two other pits forced us to make our topping from crushed rock which runs the estimated cost far in excess of the amount set up for the job. The location is such that it is impractical to cut the length of the job down to less than 8.03 miles as that is the distance out of Lakeview where we first hit the old highway.

I have figured two methods of oiling and the estimates are attached hereto for your information. An outline of the two methods is as follows:

Plan #1: is the same specifications we intend to use at Fort Klamath. Following are the details:

(1) On top of both crushed rock and pit run gravel topping, spread 1½"-¼" rock at rate of 1100 cubic yards per mile. (Mat will be approximately 2½" compact thickness).

(2) Blade and harrow rock until fines are on bottom and course rock is on top.

(3) Spread No. 3 oil at rate of 0.40 gals per square yard.
(4) Spread ½"-¼" curshed rock at rate of 0.012 c.y. per sq. yd.
(5) Broom and roll until compace.
(6) Place standard O-11 specification for top.

Plan #2:

(1) Place leveling course on gravel topping.

  (a) Spread 1½"-3/4" rock at rate of 600 C. Y. per mile.
  (b) Spread filler (¼"-0) at rate of 180 C. Y. per mile.
  (No leveling course on part topped with crushed rock).

(2) Construct Standard B-12 specification over entire 8.03 miles.

The grading and topping are the same for each plan.

I would be glad to have you advise me as to what you care to do about this job and I will then prepare the special provisions.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

Division Engineer's Estimate
Grading Lakeview-North Section
Fremont Highway

Excavation, Single Classification	141,000	C. Y.	@	$0.18	$25,380.00
Overhaul	160,000	Sta.Yd.	@	.01	1,600.00
Truck Haul	18,000	Yd.Mi.	@	.14	2,520.00
12" Culvert Pipe	20	Lin.Ft.	@	1.50	37.50
18" " "	450	" "	@	2.00	900.00
24" " "	200	" "	@	3.00	600.00
36" " "	170	" "	@	5.00	850.00
48" " "	35	" "	@	10.00	350.00
12" Siphon	350	" "	@	1.70	595.00
Class "C" Concrete	3	Cu. Yd.	@	30.00	90.00
Salvaged Culverts	655	Lin.Ft.	@	1.00	655.00
Bridges					3,000.00
					$36,577.50

Division Engineer's Estimate

Topping Lakeview-North Section

Fremont Highway

Pit Run Gravel	26,000 Cu.Yds.	@ .30	$7,800.00
Hauling Pit Run Gravel	38,000 Yd. Mi.	@ .12	4,560.00
Crushed Rock	25,500 Cu.Yds.	@ 1.00	25,500.00
Hauling Crushed Rock	47,000 Yd.Mi.	@ .12	5,640.00
Filler	3,300 Cu.Yds.	@ .25	825.00
Hauling Filler	6,000 Yd.Mi.	@ .12	720.00
Sprinkling	1,000 M. Gal.	@ 2.00	2,000.00
			$47,045.00

Division Engineer's Estimate

Surfacing Lakeview-North Section

Fremont Highway.

Plan #1.

Furnishing & Placing 1½"-½" Cr.Rock	9,000 C.Y.	@ 1.50	$13,500.00
Hauling Crushed Rock	29,500 Yd.Mi.	@ .12	3,540.00
No. 3 Road Oil	160 Tons	@23.00	3,680.00
Furnishing & Placing ½"-¼" cr.Rock	1,300 C.Y.	@ 1.50	1,950.00
Hauling Crushed Rock	3,800 Yd.Mi.	@ .12	456.00
Furnishing & Placing Mineral Agg.	4,500 C.Y.	@ 2.00	9,000.00
No. 3 Road Oil	300 Tons	@23.00	6,900.00
Cutback	80 "	@24.00	1,920.00
Hauling Mineral Aggregate	13,500 Yd. Mi.	@ .12	3,240.00
Gravel Shoulders	3,500 C. Y.	@ .30	1,050.00
Hauling Gravel Shoulders	10,500 Yd.Mi.	@ .14	1,470.00
			$46,706.00
Total, Grading, Topping & Surfacing			$130,328.50
10% Engineering & Contingencies			12,971.50
Grand Total			$143,300.00

Division Engineer's Estimate
Surfacing Lakeview-North Section
Fremont Highway

Plan #2.

Furnishing & Placing 1½"-3/4" Cr. Rock	2,700 C.Y.	@ $1.10	$2,970.00
Hauling Crushed Rock	11,000 Yd.Mi.	@ .12	1,320.00
Filler	850 C.Y.	@ .30	225.00
Filler Haul	3,500 Yd.Mi.	@ .14	490.00
B-12			
Preparation of Base	8.03 Mi.	@50.00	401.50
Furnishing & Placing Mineral Agg.	11,000 C.Y.	@ 2.00	22,000.00
Hauling Mineral Aggregate	33,000 Yd.Mi.	@ .12	3,960.00
B. Grade Asphalt	650 Tons.	@24.00	15,600.00
Cutback	80 "	@24.00	1,920.00
Gravel Shoulders	3,500 C.Y.	@ .30	1,050.00
Hauling Gravel Shoulders	10,500 Yd.Mi.	@ .14	1,470.00
			$51,406.50
Total of Grading, Topping & Surfacing			135,029.00
10% for Engineering & Contingencies			13,571.00
Grand Total			$148,600.00

CONTRACT #1505,
1779,

NRH 196-A Soda Fork Sec. 1933
1505
1779

#1779

176-a

June 12, 1936

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1779 for the construction of a bridge over Soda Fork of the Santiam River on the Santiam Highway in Linn County has been completed by the contractors, Averill & Corbin, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 22, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims debts dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $14,968.37, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

196-a

June 9, 1936

Mr. J. W. Nash
Office

NOTED
State Highway Engineer

Dear Sir:

Following is a list of over-runs and under-runs on the Soda Fork of the Santiam River, Project Number WPGH 196-A, for those quantities which very more than 10% from the original estimate:

Excavation was decreased from 260 cubic yards to 210.24 cubic yards. The under-run is probably due to too large an allowance in the original estiamte as no changes were made which would tend to reduce the amount of excavation.

Excavation Below Elevation Shown was increased from 20 cubic yards to 48.3 cubic yards. This was caused by the necessity of carrying the footings deeper than was originally planned.

Very truly yours,

G. S. Paxson,
Acting Bridge Engineer

By
W. A. Reeves,
Office Engineer

DGD:MM
cc - R. H. Baldock

FORM [illegible] 1500 5-35

COMMISSIONERS
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R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

May 26, 1936

Mr. C. J. Buck, Regional Forester,
U. S. Forest Service,
Post Office Building,
Portland, Oregon.

Gentlemen:

This is to advise you that the Soda Fork bridge at Upper Soda has been completed and thrown open for public travel. The old structure formerly used by traffic will serve no further use or purpose in connection with state highway traffic, and, I am advised, it is in disrepair and unsafe for travel. Since the road in connection with which the bridge was constructed and served is not a part of the state highway, the Commission has no responsibility or jurisdiction over the same and will not be responsible for the safe condition of either the road or the bridge.

This road, I am advised, is either a county road or a forest highway, and your attention is called to these facts so that you may take such action as in your judgment the circumstances warrant.

Yours very truly,

J. M. DEVERS

JMD:FW

cc R. H. Baldock
H. G. Smith
G. S. Paxson
W. E. Chandler
J. C. Chapman
H. B. Glaisyer

NOTED
H B GLAISYER

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer

J. M. DEVERS
Attorney

OREGON STATE HIGHWAY COMMISSION
SALEM

May 26, 1936

County Court of Linn County,

Albany, Oregon.

Gentlemen:

This is to advise you that the Soda Fork bridge at Upper Soda has been completed and thrown open for public travel. The old structure formerly used by traffic will serve no further use or purpose in connection with state highway traffic, and, I am advised, it is in disrepair and unsafe for travel. Since the road in connection with which the bridge was constructed and served is not a part of the state highway, the Commission has no responsibility or jurisdiction over the same and will not be responsible for the safe condition of either the road or the bridge.

This road, I am advised, is either a county road or a forest highway, and your attention is called to these facts so that you may take such action as in your judgment the circumstances warrant.

Yours very truly,

J. M. DEVERS

JMD:PK

cc R. H. Baldock
M. G. Smith
C. S. Paxson
W. E. Chandler
J. C. Chapman
H. B. Glaisyer ✓

NOTED
H. B. GLAISYER

500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
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H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 23, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. J. M. Devers.

Dear Sir:

I am sending you herewith a map on which I have shown in orange a section of an old road that was built and has been maintained as far as we know by the Forestry Service, although the county may have some interest in it. The point I wish to make is that the old bridge is not in excellent condition, and the new bridge is now done and open to traffic.

The State has never had anything to do with the construction or maintenance in any way of this old road, but I think that there should be some legal steps taken to free the State of any possible liability in case anything happens to the old bridge. I think that both the County and the Forestry Service should be advised that we are opening the new road to traffic and that the State has no interest whatever in the old road or old bridge.

I am also attaching a copy of a letter from our resident engineer, Mr. J. C. Chapman.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

WEC:AM
cc R. H. Baldock ✓

196-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

May 20, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPH 196-A. Soda Creek Bridge-Soda Fork Section of the Santiam Highway, Linn County, was made by a representative of this office on May 6, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

196-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 15 1936
OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon 196-A
WPH

April 14, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________ project agreement and certificate for the above numbered projects.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. S. Caufield
Highway Engineer

Encls.

Ton

Form P. R. 2

U. S. Works Program Highway

State Oregon

Project No. WPH 196, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 1

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of February, 1936 by and between **The Oregon State Highway Commission**, constituting for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935, (Public Res. No. 11, 74th Congress):**

Whereas the Highway Department of said State submitted on the **5th** day of **June**, 19**33**, a project statement, which was approved by the Secretary on the **8th** day of **July**, 19**33**, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section **A** of said project which were recommended for approval by the United States District Engineer on the **23d** day of **October**, 19**35**; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of **seventeen thousand, one hundred thirteen and 25/100** dollars ($ **17,113.25**) as the share of the United States payable under said act on account of Section **A** of said project, which **is** ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from funds appropriated under act approved April 8, 1935, (Public Res. No. 11, 74th Congress)** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **Survey Station 2132+43 and Survey Station 2133+97 all within the SW¼ of Sec. 25, T. 13 S., R. 4 E., W.M.,** length **0.029 of a** miles, in **x Linn** County, being Section **A** of **Ore. U.S. Works Program Hwy.** project No. **WPH 196**, consisting of ~~xxxxxxxxxxxxxxxxxx~~ miles of roadway and **one** ~~xxxxx~~ bridges, each of more than 20 feet clear span, **0.029** of a mile in length**; known locally as the Soda Fork Section of the Santiam Highway between official control points Cascadia and Sisters.**

RECEIVED
APR 8 - 1936
REGIONAL HEADQUARTERS

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

RECEIVED
APR 8 - 1936
HEADQUARTERS

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of seventeen thousand, one hundred thirteen and 25/100 dollars ($ 17,113.25), certified to the Secretary of the Treasury as above mentioned, which [illegible]

[illegible] is [illegible] the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing

Chap. 41, laws 1927
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of seventeen thousand, one hundred thirteen and 25/100 dollars ($17,113.25), certified to the Secretary of the Treasury as above

---

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 1st day of April, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By F. J. Linville

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Works Program Highway Project No. WPH 196-A, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 17,113.25 as the total estimated cost of said project, and the sum of $ 17,113.25 as the share of the United States, payable under said acts on account of such project, which does ~~not exceed the authorized Federal~~ is pr~~o rata share of~~ said total estimated cost.

Done at the city of Washington, this 1st day of April one thousand nine hundred and thirty-six

Secretary of Agriculture,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8-[illegible]

196-a

December 27, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Soda Fork Bridge, Project No. WPH 196-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPH 196-A

SODA FORK BRIDGE ON THE

SODA FORK SECTION OF THE SANTIAM HIGHWAY

IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, November 27, 1935

260	cu. yds.	Excavation	$ 4.75	$ 1,235.00
20	cu. yds.	Excavation below Plans	6.00	120.00
280	cu. yds.	Class "A" Concrete	24.00	6,720.00
130	cu. yds.	Class "D" Concrete	24.75	3,217.50
74,000	lbs.	Metal Reinforcement	0.0425	3,145.00
320	lin. ft.	Concrete Handrail	3.50	1,120.00
			Subtotal	$ 15,557.50
			10% Engr. & Cont.	1,555.75
			Total	$ 17,113.25

Length of Bridge	.029 mile
Estimated Labor Required	5,700 man-hours
Estimated Cost of Materials	$5,000
Estimated Cost of Labor	$4,800

WPH Funds Requested- $ 17,113.25

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

FORM 401 P. 7-33 5M

#1779

196a

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
ATWATER 9521
Portland, Oregon

December 4, 1935

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: RE: AVERILL CORBIN, Portland, Oregon

It is our understanding that Mr. Corbin has been awarded a contract for the construction of a bridge over the Soda Fork of the Santiam River.

Inasmuch as we anticipate supplying this contractor with petroleum products we will greatly appreciate your completing the attached contractor's questionnaire and returning to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Aubrey

District Credit Supervisor

LH:B
Encls

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 7, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Works Program Highway project WPH 196-A, bridge over Soda Fork of the Santiam River on the Santiam Highway, to Averill & Corbin, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Jon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 23, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program project WPH 196-A, the Soda Fork Bridge on the Soda Fork section of the Santiam Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

It is noted that the time for completion is given as April 30, 1936. This time limit is considered rather short for a winter of average severity and we would suggest that this be checked up and more time allowed if it appears desirable. This should be given prompt attention for if the time limit is extended, the contractors should be notified before submitting bids.

Reeves and R. would change this to June 1.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

196-a

October 11, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Soda Fork Bridge, Project No. WPH 196-A.

Five bid proposals and five sets of blueprint plans are being sent, under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPH 196-A

SODA FORK BRIDGE ON THE
SODA FORK SECTION OF THE SANTIAM HIGHWAY
IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreements.)

Salem, Oregon, October 10, 1935

260	cu. yds.	Excavation	$ 3.00	$ 780.00
20	cu. yds.	Excavation below Plans	5.00	100.00
280	cu. yds.	Class "A" Concrete	22.00	6,160.00
130	cu. yds.	Class "B" Concrete	22.00	2,860.00
74,000	lbs.	Metal Reinforcement	0.05	3,700.00
320	lin. ft.	Concrete Handrail	5.00	1,600.00
			Subtotal	$ 15,200.00
			10% Engr. & Cont.	1,520.00
			Total	$ 16,720.00

Length of Bridge	.029 mile
Estimated Labor Required	5,700 man-hours
Estimated Cost of Materials	$5,000
Estimated Cost of Labor	$4,800

WPH Funds Requested- $ 16,720.00

196 A

October 9, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final Federal Aid voucher in amount of $3,663.57, for the Soda Fork Section, Project No. NRH 196-A.

The constructed length is as given by the plans which you now have.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/MR

Encl.

J 39

1505

196a

August 7, 1934

Aetna Casualty & Surety Co.
Bates, Lively & Pearson,
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1505 covering 1.06 Mile of grading on the Soda Fork Section of the Santiam Highway in Linn County has been completed by the contractor, Berke Bros. Inc., and that final settlement will be made by the State with said contractor for work done under this contract on or after August 17, 1934.

The State is not advised of any claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is given you as you appear as surety on the bond furnished in connection with this contract.

For your information wish to advise that the total amount paid the contractor on this job will be $57,651.23 including the final payment.

Please acknowledge receipt of this letter.

Yours very truly,

MC

Secretary

Form 338—5M—2-34 196

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 14, 1934, 193

Section Soda Fork

Kind of work Grading

Highway Santiam

Section prefix 22 PD

Contractor Berke Bros. Inc.

Contract number 1505

Date of contract Sept. 16, 1933, 193

Date of completion June 8, 1934, 193

Date work started Sept. 23, 1933, 193

Estimated date of completion ...., 193

Amount of contract $52,267.50

Per cent of time elapsed 83.3 %

Estimated cost of completed project, exclusive of engineering $50,642.24

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering costs to date, $3130.00, 5.95 %

Date project was completed June 8, 1934, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Chapman away on wedding tour.

Crew set R.W. iron bars on 22 PD station 2132 to 2188, also surveyed and set construction stakes on the side road approach (West side) Halsey - Sweet Home Secondary Hwy.

The contractor has a 60 Cat with bulldozer working on this side road approach as he intends to direct trafic over this route while completing the embankment work at the end of the bridge.

The ¾ yd. shovel has arived and will be ready to start digging the first of next week.

Contractors crew consists of ,1 Foreman, 1 Steam shovel opp.,1 Oiler, 1, Cat skinner, 1 Time keeper, and 2 Loborers.

Simpson worked on the Hobly bridge inspecting concrete untill the evening of Thursday July 12,1934

RECEIVED JUL 16 1934

J.C.Chapman

Signed Per---

Address Cascadia, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TO
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 8-A-1 12850 5M 1-34
Commissioners
LESLIE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

June 6, 1934

In Reply Please
Refer to File No.

Mr. K. D. Lytle,
Division Engineer,
Bend, Oregon.

Dear Sir:

Your Extra Work Order for placing rubble masonry headwalls on the Odell Lake Section has been held up until I can make an inspection of the project. It has been many years since we have placed headwalls in any appreciable quantity and it would appear that some more economical way could be found to protect the embankment than by the installation of these headwalls. However, I will endeavor to make an inspection of the project soon and discuss it with you personally.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

NOTED
Highway Engineer

FORM S-A-1 12859 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FILE NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

176-a

June 5, 1934.

Mr. G. F. Gruson,
Cascadia, Oregon.

NOTED
State Highway Engineer

Dear Sir:

Your letter addressed to Mr. Baldock has been referred to me for answering and I beg to advise that our contract with Burks Bros., does not provide for the removal of the five stumps which you mention, therefore it will be necessary for you to close cut the stumps yourself if they are so much in the way of the future conduct of your affairs. Therefore in case you wish to cut these stumps please apply by letter for a permit to do so and I will be glad to make the necessary arrangements by which you can cut these stumps.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. NRH 196-A

POST OFFICE BUILDING
PORTLAND, OREG.

Dec. 26, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal Aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Apr-16/18

Form P. R. 2
State Oregon
Project No. NRH 196, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of November, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 5th day of June, 1933 a project statement, which was approved by the Secretary on the 8th day of July, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 31st day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-six thousand, two hundred twenty-eight and 15/100 dollars ($56,228.15) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5513

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.** (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 2132+25 in the S.W.1/4 of Sec. 25, T. 13 S., R. 4 E., W.M., and survey station 2182+80 in the N.E. 1/4 of Sec. 36, T. 13 S., R. 4 E., W.M., (excepting that portion between survey stations 2132+55 and 2133+95),** length **1.032** miles, in **Linn** County, being Section **A** of **Oregon National Recovery Highway** project No. **NRH 194**, consisting of **1.032** miles of roadway and **no** bridges, of more than 20 feet clear span, **known** **known locally as the Soda Fork Section of the Santiam Highway between official control points Cascadia and Sisters.**

8—5518

ROADS
DEC 24 1933
PORTLAND ORE

ROADS
DEC 26 1933
PORTLAND ORE

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118

7

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifty-six thousand, two hundred twenty-eight and 15/100 dollars ($56,228.15), certified to the Secretary of the Treasury as above mentioned, which ~~sum~~ ~~not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~)~~ the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20-foot clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

NOV
ORE

8—6518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 12 day of December, 1923

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture.

~~Secretary of Agriculture~~

By
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [illegible] 195-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 56,228.15 as the total estimated cost of said project, and the sum of $ 56,228.15 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 12 day of December one thousand nine hundred and thirty-three

Secretary of Agriculture
~~Secretary of Agriculture.~~

By
Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4829

October 16, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Replying to that paragraph of your letter of August 31, which inquires as to when the bridge over Upper Soda Fork, which is required at the west end of Project N. R. H. 196-A, is planned to be constructed, we are pleased to advise as follows:

Present indications are that it will be three, or possibly four, years before the grading of the Santiam Highway can be completed, and until the grading is completed, the very limited traffic that will use the portion of the highway on which this bridge is required, can be very satisfactorily served by the old county bridge which is located only a few hundred feet above the site of the proposed new bridge. That being the case, the economical procedure is to postpone the construction of the new bridge until the grading of the highway is more nearly completed.

No definite provision has been made for the construction of the new bridge, but we believe that it is safe to assume that it will be constructed within the next two or three years.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
SEP 1 - 1933
OREGON
STATE [illegible]

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

August 31, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRH 196-A, the Soda Fork section of the Santiam Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

As you have been advised by Mr. Davis, and as understood by Mr. Probert, we are not recommending any Federal participation on the slide removal on the previously constructed State section.

When the agreement estimate is submitted, it will be appreciated if you will give us the best information available concerning probable date of award of bridge contract.

Very truly yours,

W. H. LYNCH
District Engineer

By L Canfield
L. J. Canfield
Highway Engineer

196-a

October 7, 1933

Berke Bros., Inc.
2815 S. E. Harrison Street
Portland, Oregon

Gentlemen:

We are today forwarding by express an executed copy of the contract awarded to you on September 16, 1933, for the grading of the Soda Fork Section of the Santiam Highway in Linn County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jm

FORM 6-A-1 10103 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

196-A

OREGON STATE HIGHWAY COMMISSION
SALEM

Sept. 21, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. J. C. Chapman,
Resident Engineer,
Cascadia, Oregon.

Dear Sir:

In reply to your letter of the 15th, the matter of day lighting points, where it is possible to do so without going out more than 40 feet from ~~outer~~ center line is approved. Also, extra widening in through cuts on the down hill side to the amount of three feet below elevation 5200 feet and 9 feet from elevation 5200 feet to the summit is approved. It is not intended to make any special provision for extra width or sharp curves, but it is expected that excess yardage will be placed on the inside of sharp curves on the fills. In cuts, advantage may be taken of the variable width of ditch, thus securing some widening on the curves.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
H. G. Smith
Construction Engineer

Dictated by:
H. W. Libby
b
cc: R. H. Baldock ✓
W. E. Chandler
F. D. Eason

196-a

September 21, 1933

J. G. Chapman
Resident Highway Engineer
Cascadia, Oregon

Dear Sir:

In preparing the monthly estimates on the Soda Fork Section grading contract (No. 1505), please list and sub-total the quantities of work performed on the Federal Aid Section (Sta. 2132+25 to Sta. 2188+80), separately from the work of removing slides on the old section, as this latter work is non-participating.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by D. G. DeSart/MB

cc Mr. W. E. Chandler

September 21, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Soda Fork Section, Project No. NRH-196-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/G3

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-196-A

SODA FORK SECTION OF THE
SOUTH SANTIAM HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 20, 1933

All Required		Clearing and Grubbing		$ 3,000.00
36,000	cu. yds.	Common Excavation	$ 0.25	9,000.00
50,000	" "	Solid Rock Excavation	0.70	35,000.00
30,400	yds. sta.	Overhaul	0.01	304.00
13,000	yd. mi.	Truck Haul	0.15	1,950.00
60	cu. yds.	Cement Rubble Masonry	12.00	720.00
20	" "	Rock Backfill for Drains	1.50	30.00
100	lin. ft.	6-inch Porous Drain Tile	0.50	50.00
50	" "	12-inch Culvert Pipe	1.00	50.00
450	" "	18-inch Culvert Pipe	1.65	742.50
120	" "	24-inch Culvert Pipe	2.25	270.00
			Sub-total	$ 51,116.50
			10% Engr. & Cont.	5,111.65
			Total	$ 56,228.15

Length of Roadwork	1.032	miles
" " 1 Bridge	0.027	"
" " Project	1.059	"
Cost per mile	$ 54,484.64	

National Recovery Highway Funds Requested $ 56,228.15

State Funds for Construction: Chap. 175, laws 1917, Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

September 19, 1933

Berke Bros. Inc.
2815 S. E. Harrison Street
Portland, Oregon

Gentlemen:

For use in connection with the Soda Fork Grading Project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Post Office Building, Albany, Oregon.

A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc W. E. Chandler
cc J. G. Chapman

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

September 16, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 196-A, Soda Fork section of the Santiam Highway, 1.06 miles of grading, to Berke Bros. Inc., Portland, Oregon, who submitted the low bid of $52,267.50.

Very truly yours,

WHLynch
W. H. LYNCH
District Engineer

171a

September 9, 1933

Mr. J. C. Chapman
Resident Highway Engineer
Cascadia, Oregon

Dear Sir:

On the day that work is started on the Berke Bros., Inc., Contract for grading the Soda Fork Section of the Santiam Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as Contract Fifteen Hundred Five, National Recovery Highway Project One Ninety-Six "A".

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

cc Mr. W. E. Chandler

August 25, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Soda Fork Section, Project No. NRH-196-A.

Five bid proposals, five blueprint sets of plans and one set of original cross-sections are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-196-A

SODA FORK SECTION OF THE

SOUTH SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany grading plans. Not as basis for project agreement.)

Salem, Oregon, August 25, 1933

All Required		Clearing & Grubbing		$ 1,000.00
36,000	cu. yds.	Common Excavation	$ 0.25	9,000.00
50,000	" "	Solid Rock Excavation	0.75	37,500.00
30,400	yd. sta.	Overhaul	0.03	912.00
13,000	yd. mi.	Truck Haul	0.15	1,950.00
60	cu. yds.	Cement Rubble Masonry	12.00	720.00
20	" "	Rock Backfill for Drains	1.00	20.00
200	lin. ft.	6" Porous Drain Tile	0.25	50.00
50	" "	12" Culvert Pipe	1.30	65.00
450	" "	18" " "	2.00	900.00
120	" "	24" " "	3.50	420.00

Sub-total.......... $52,537.00
10% Engr. & Cont. 5,253.70

Total.............. $57,790.70

Length of Roadwork	1.032	miles
" " 1 Bridge	.027	"
" " Project	1.059	"

Cost per mile $55,998.73

National Recovery Highway Funds Requested $57,790.70.

August 30, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In connection with the discussion with Mr. Davis, by telephone, concerning the slide quantities on the Soda Fork Section, Project No. NRH-196-A, we find that the bid proposal is in error, as the slide materials quantities were not included in the bid items. We have, accordingly, revised sheet number 1 of the bidding sheets, and are enclosing five copies herewith. Please insert them in the bid proposals which you now have.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

CONTRACT #1506,
1530, 1852,

PR 171-A Multnomah Co. Line-Portland, 1934
(Columbia Co. Line)
1506 - 1530 - 1852 Folder # 2

RECEIVED
SEP 17 1938
FOR FILING

171-a

September 14, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of August 15, 1938, concerning the final voucher for the Multnomah County Line-Portland Section, Project No. 171-A.

With reference to the three types of drain pipe on which quotations were given under Price Agreement No. 1 (Contract No. 1852), these prices were never intended to be alternate bids. In arranging for the work with the contractor, the resident engineer requested prices on the different types for the purpose of submitting the complete information to the division office. Subsequent investigation of the proposed work by the division engineer determined that the concrete field drain pipe would not be satisfactory and the porous concrete drain pipe was accordingly used.

The statement given concerning the overrun for trench excavation being due partially to water pipes encountered appears to have been somewhat erroneous. Investigation of the cross-sections for trench excavation indicates all of the work was for either the installation of pipe culverts or drainage ditches. It is possible that some of the pipe culverts may have been located to likewise accommodate relocation of water pipes, but, in no case, was trench excavation made for the primary purpose of relocation of a water pipe.

With reference to the inquiry concerning the salvaging of pipe when the bid price exceeded the cost of new material, please be advised the only culvert pipe which was salvaged was located at a road approach where it was necessary for it to be moved and relocated. None was salvaged that could be left in place.

We are enclosing four copies of time extension to November 17, 1936, for Contract No. 1852, which were requested by you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER
Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 36-1120
1852

August 15, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon F.A.P. 171-A, the Portland North section of the Columbia River Highway.

Price Agreement No. 1 issued under contract No. 1852 provides for construction of drains, and includes prices for three alternate types of drain pipe. It appears that prices were obtained on the three kinds of pipe and "Alternate B" chosen on the basis of being the best value. However, we are not certain that Federal funds can participate in the cost of the pipe since the low bid was not accepted. Will you please advise us fully so that we can state the case correctly when we forward the voucher for payment.

The explanation of overruns and underruns furnished for contract No. 1852 states that the item of trench excavation overran partly because "it was found necessary to move a considerable amount of water pipes encountered in the roadbed." Will you please advise as to the location of the pipes, their ownership, and any other facts pertinent to a determination of the question of the State's obligation to do the work. If it should be determined that the work was not an obligation of the State or that it is ineligible for Federal participation as a right of way consideration, we should be advised of the quantities involved so that they can be eliminated from the voucher.

The explanation of overruns and underruns further states that the contractor was not ordered to salvage any more pipe than could be helped, due to the high bid price. Since the price bid for salvaging was higher than any bid price for new pipe, except 36" pipe, will you please explain why the item was not entirely eliminated.

The excerpt from the minutes of the commission meeting of December 1, 1936, indicates that the extension granted was to September 30 but that an additional extension to November 17 was contemplated. Will you please furnish four copies of an excerpt from the commission's minutes showing that the additional extension was granted if that is the case.

With respect to the summary of completed work, we have been advised by our Washington Office that even minor extensions such as those between Stations 45+57.8 and 47+56.9 and between Stations 186+25 and 195+20 must be segregated. We therefore propose to prorate the costs of the NRH work on the basis of mileage to show 0.037 mile of asphaltic pavement and 0.168 mile of concrete pavement not previously improved with Federal Aid. If a simple proration is believed to be erroneous, will you please advise us.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

FORM 9-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Sec. 171-A

605 Weatherly Bldg.
November 23, 1937

Mr. Baldock

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: M. G. Smith

Dear Sir:

On the Rocky Point Project the following is an explanation of over-runs and under-runs:

F.A. 171-A Original Project

Trench Excavation over-ran on account of additional culverts required.

Solid Rock Excavation under-ran due to preliminary over-classification.

Rounding Cut-Banks over-ran and the appearance of the job was improved by the increased length of rounding performed.

12-Inch Culverts under-ran as the culvert at Station 381 was not needed.

15-Inch Culverts under-ran as the old 15-inch culvert at Station 410 was no good, so new 18-inch was used throughout.

18-Inch Culverts over-ran as several additional culverts were required.

Salvaging Culvert Pipe under-ran as the larger pipe was found to be in poor condition and the smaller pipe was not worth salvaging at the contractor's bid price of $1.00 per foot.

Guard Fence over-ran. A portion of guard fence as planned was re-arranged after grading was finished and 300 ft. additional placed at Station 380.

Salvaging Surfacing Materials under-ran. The specification under this bid item required that the material should be picked up and placed in trucks for measurement. The contractor requested permission to handle this item with cat and carry-all, at his excavation price in cross-section measurement, and this simplified handling for both the contractor and the state.

3-Inch Rock under-ran. The sub-base was excellent over the entire job and less was required than estimated.

Sand Cushion under-ran as the quantity required was overestimated.

Filler and Hauling Filler under-ran as no filler was required.

Tie-Bars over-ran. Reinforcing steel was used in the slabs over the 10' x 10' tunnel and on the fill which was built in halves, Station 386+20 to 389+20. It was used on the west half.

Tar under-ran, as the construction of the detour did not require as much as estimated.

Class B Asphaltic Concrete under-ran as no allowance was required.

Surface Finish under-ran as there was a smaller area to be covered on the run-off at the north end of the job than estimated.

F.A.P. 171-A Extension

Trench Excavation over-ran on account of additional culverts.

Common Excavation under-ran and Solid Rock over-ran as the rock on this unit was underclassified. [illegible]

Rounding Cut-Banks over-ran for the same reason as the original project.

Removal of Old Pavement under-ran as this item for this unit was overestimated.

36-Inch Culverts under-ran as no allowance was required.

Salvaging Culvert Pipe under-ran for the same reason as the origianl project.

Guard Fence under-ran as less fence was required at Station 397.

Metal Reinforcement under-ran as the footing section for the entire 10' x 10' tunnel was used instead of the barrel section on a portion as originally planned.

Salvaging Surfacing Materials under-ran for the same reason as the original project.

3-Inch Rock under-ran for the same reason as the original project.

3/4-Inch Rock over-ran as more was required on the detour road to fill the coarse rock than originally estimated.

Sand Cushion over-ran as some of this material was flushed with water into the back-fill at the tunnel to completely fill voids in the rock and reduce future settlement.

Filler and Filler Haul under-ran as none was required.

Tie-Bars over-ran on account of reinforcing used in slabs on fill, Station 387+80 to 389+20.

Mineral Aggregate and Tar over-ran because considerable patching was required to maintain the detour.

Very truly yours,

RAC:FP
CC R. H. Baldock
S. [illegible] Probert

R. A. COLLIER
DIVISION ENGINEER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 8.

RECEIVED
NOV 10 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.

171-a

November 9, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon F.A.P. 171-A,

Portland-Multnomah County Line Section

, was made by

a representative of this office on October 27, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
T M Davis
T. M. Davis
Highway Engineer

Ron

RECEIVED
SEP [illegible] 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 171-A
Multnomah Co. Line-Portland sec.
Columbia River Highway

171-a

July 24, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JUL [illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Section A
Oregon Federal-aid Project No. 171

Appr 11924

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 11, 1932 by the Oregon State Highway Commission, and on April 4, 1932, by the Acting Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on March 31, 1934 and November 23, 1936, respectively, by the said State Highway Commission, and on April 16, 1934 and January 13, 1937, respectively, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section A of Oregon Federal-aid project No. 171; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section A to provide for minor revisions of alignment of the project between survey stations 359+50 and 387+80 and survey stations 402+90 and 415+00 and to include the former exception between survey stations 387+80 and 402+90, thereby increasing its length from 8.863 miles to 9.149 miles; to provide for the construction of a cement concrete pavement between survey stations 359+50 and 415+00; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from $526,968.98 to $636,961.98, and that the Federal funds approved and set aside to the credit of said Section A be increased from $188,096.56 to $255,198.56;

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of

Agriculture that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of two hundred fifty-five thousand, one hundred ninety-eight and 56/100 dollars ($255,198.56) as the share of the United States payable under said act on account of said Section A, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

> "Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:
>
> "Between survey station 0+25 in the city of Portland in Sec. 34, T. 2 N., R. 1 W., W.M., and survey station 496+00, 496 feet north of the Columbia-Multnomah County line in Sec. 24, T. 3 N., R. 2 W., W.M., (excepting therefrom those portions between survey stations 45+57.8 and 47+56.9, 186+25 and 195+20, and between survey stations 214+80 and 215+70, length 9.149 miles, in Columbia and Multnomah Counties, being Section A of Oregon Federal-aid project No. 171, consisting of 9.149 miles of roadway and no bridges of more than 20 feet clear span."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section A shall not in any event exceed the sum of two hundred fifty-five thousand, one hundred ninety-eight and 56/100 dollars ($255,198.56), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of six hundred thirty-six thousand, nine hundred sixty-one and 98/100 dollars ($636,961.98), the approved total estimated cost of said Section A."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 17th day of June, 1937, and the Secretary of Agriculture on the 30th day of June, 1937.

OREGON STATE HIGHWAY COMMISSION

By
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F L Tou Velle
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By H.S. Fairbank
Acting Chief, Bureau of Public Roads

Section A
Oregon Federal-aid Project No. 171

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 171-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 636,961.98 in lieu of the $188,096.56 approved by Cert. of Jan. 13, 1937 as the total estimated cost of said project, and the sum of $ 255,198.56 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 30th day of June one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

RECEIVED
JUN 12 1937
FOR FILING

171-

June 9, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed modification of the project agreement for Oregon Federal Aid project 171-A, the Portland-Multnomah County Line Section of the Columbia River Highway, for signature and return to this office.

As we wrote you May 27th, this agreement involves 1936 Federal Aid funds and, therefore, must be fully executed by June 30, 1937. For that reason we request prompt action upon it.

An approved copy of the detail estimate, together with an approved copy of the specifications, is being forwarded under separate cover.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

Tom

171-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] 37
STATE HI [illegible]

June 9, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed modification of the project agreement for Oregon Federal Aid project 171-A, the Portland-Multnomah County Line Section of the Columbia River Highway, for signature and return to this office.

As we wrote you May 27th, this agreement involves 1936 Federal Aid funds and, therefore, must be fully executed by June 30, 1937. For that reason we request prompt action upon it.

An approved copy of the detail estimate, together with an approved copy of the specifications, is being forwarded under separate cover.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

171-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 27, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In forwarding the project agreement estimate submitted May 19, 1937, for Oregon Federal Aid Project 171-A, Multnomah County Line-Portland Section of the Columbia River Highway, we split the Federal Aid requested to show $89,920, 1936 funds, against work to be done under Contract 1852 and $55,510, 1937 Federal Aid, against work to be done under Contract 1962. This leaves on our books a balance of $2,540.41, 1936 Federal Aid.

Copies of Memorandum to District Engineers of February 1, 1937, concerning the necessity of having Federal Aid 1936 under agreement by June 30, 1937 were sent you February 9, 1937.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

RECEIVED
JUN 15 1937
FOR FILING

171-a

May 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement for the Multnomah County Line-Linnton Section, Federal Aid Project No. 171-A, which estimate has been revised by eliminating the cost of construction of the 10' x 10' concrete culvert as requested by you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 171-A

MULTNOMAH COUNTY LINE-LINNTON SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, May 17, 1937

COMPLETED FEDERAL AID WORK

Final Cost of Roadwork	$ 571,228.75
Final Cost of Federal Aid Roadwork	$ 398,562.98
Final Cost of Bridge	$ 8,478.40
Federal Aid Paid on Roadwork	$ 109,768.56
NRH Funds Paid on Roadwork	$ 139,009.65
NRM Funds Paid on Roadwork	$ 23,731.40
NRH Funds Paid on Bridge	$ 8,387.65
Length of Original Project	9.277 miles
Length of Revised Project (Incl. Extension)	9.371 miles

NEW WORK

Original Project (Sta. 118+50 to 125+10)(Sta. 125+70 to 162+00) (Sta. 264+00 to 289+10)(Sta. 290+70 to 339+50)(Sta. 452+00 to 477+50)(Sta. 477+50 to 491+04) (Contract No. 1352)

All Required		Clearing and Grubbing		$ 1,130.00
50	cu. yds.	Trench Excavation	$ 2.50	125.00
43,500	cu. yds.	Common Excavation	0.28	12,180.00
5,700	cu. yds.	Solid Rock Excavation	1.20	6,840.00
19,000	yd. mi.	Truck Haul	0.20	3,800.00
3.26	miles	Finishing Roadbed and Slopes	200.00	652.00
1,500	lin. ft.	Rounding Cutbanks	0.10	150.00
230	lin. ft.	12" Concrete Pipe	1.20	276.00
10	lin. ft.	12" Corr. Iron Pipe	2.00	20.00
80	lin. ft.	18" Corr. Iron Pipe	2.20	176.00
60	lin. ft.	Salvaging Culvert Pipe	2.50	150.00
4,730	cu. yds.	Rock Base	0.90	4,257.00
18,600	cu. yds.	Lower Course of Shoulders	0.90	16,740.00
3,800	cu. yds.	Top Course of Shoulders	1.70	6,460.00
1,050	cu. yds.	Rock Footpaths	2.00	2,100.00
1,240	cu. yds.	Sand Cushion	0.70	868.00
1,420	cu. yds.	Filler	0.25	355.00
2,840	yd. mi.	Hauling Filler	0.25	710.00
38,600	sq. yds.	Portland Cement Concrete Pavement	1.64	63,304.00
3,960	lin. ft.	Expansion Joints	0.16	633.60
19,800	lin. ft.	Contraction Joints	0.03	594.00
19,800	only	Dowels	0.15	2,970.00
16,000	lbs.	Tie Bars and Reinforcement	0.045	720.00
				$ 125,210

Original Project (Sta. 350+50 to 387+80)(Sta. 402+90 to 415+00)
(Contract No. 1962)

All Required		Clearing and Grubbing		$ 1,821.00
170	cu. yds.	Trench Excavation	$ 2.00	340.00
12,000	cu. yds.	Common Excavation	0.50	6,000.00
10,000	cu. yds.	Solid Rock Excavation	0.50	5,000.00
15,600	yd. mi.	Truck Haul	0.15	2,340.00
0.76	mile	Finishing Roadbed and Slopes	500.00	380.00
1,000	lin. ft.	Rounding Cutbanks	0.10	100.00
6,400	sq. yds.	Removal of Old Pavement	0.20	1,280.00
150	lin. ft.	12" Concrete Pipe	1.00	150.00
60	lin. ft.	15" Concrete Pipe	2.00	120.00
210	lin. ft.	18" Concrete Pipe	2.50	525.00
80	lin. ft.	Salvaging Culvert Pipe	1.00	80.00
200	lin. ft.	Cable Guard Fence	1.10	220.00
1,500	cu. yds.	Salvaging Surfacing Materials	0.50	750.00
6,500	cu. yds.	3" - 1½" Rock in Rock Base and Surfacing	1.35	8,775.00
3,200	cu. yds.	¾" - 0" Rock in Rock Base, Surfacing and Shoulders	1.35	4,320.00
300	cu. yds.	Sand Cushion	1.20	360.00
150	cu. yds.	Filler	0.40	60.00
150	yd. mi.	Hauling Filler	0.20	30.00
9,120	sq. yds.	Portland Cement Concrete Pavement	1.60	14,592.00
960	lin. ft.	Expansion Joints	0.35	336.00
4,600	lin. ft.	Contraction Joints	0.04	184.00
4,600	only	Dowels	0.18	828.00
3,600	lbs.	Tie Bars and Reinforcement	0.06	216.00
200	cu. yds.	Mineral Aggregate in Place	3.00	600.00
34	tons	Tar in Place	25.00	850.00
10	tons	Class "B" Asphaltic Concrete	8.50	85.00
350	sq. yds.	Surface Finish Coat	0.20	70.00
All Required		Provision for Traffic		728.00
				$ 51,140.00
		Subtotal		$ 176,350
		10% Engr. & Cont.		17,635
		Total		$ 193,985
		Length	4.022 miles	
		Cost per mile	$ 48,230	

Extension (Sta. 125+10 to 125+70)(Sta. 289+10 to 290+30) (Sta. 473+50 to 477+50)(Sta. 491+04 to 496+00)(Contract No. 1852)

All Required		Clearing and Grubbing		$ 70.00
30	cu. yds.	Trench Excavation	$ 2.50	75.00
5,500	cu. yds.	Common Excavation	0.28	1,540.00
300	cu. yds.	Solid Rock Excavation	1.20	360.00
0.20	mile	Finishing Roadbed and Slopes	200.00	40.00
1,500	lin. ft.	Rounding Cutbanks	0.10	150.00
20	lin. ft.	12" Concrete Pipe	1.20	24.00
60	lin. ft.	18" Corr. Iron Pipe	2.20	132.00
40	lin. ft.	36" Corr. Iron Pipe	7.50	300.00
270	cu. yds.	Rock Base	0.90	243.00
1,200	cu. yds.	Lower Course of Shoulders	0.90	1,080.00
200	cu. yds.	Top Course of Shoulders	1.70	340.00
50	cu. yds.	Rock Footpaths	2.00	100.00
60	cu. yds.	Sand Cushion	0.70	42.00
80	cu. yds.	Filler	0.25	20.00
160	yd. mi.	Hauling Filler	0.25	40.00
2,400	sq. yds.	Portland Cement Concrete Pavement	1.64	3,936.00
240	lin. ft.	Expansion Joints	0.16	38.40
1,200	lin. ft.	Contraction Joints	0.03	36.00
1,200	only	Dowels	0.15	180.00
1,000	lbs.	Tie Bars	0.045	45.00
				$ 8,791

Extension (Sta. 387+80 to 402+30)

All Required		Clearing and Grubbing		$ 679.00
180	cu. yds.	Trench Excavation	$ 2.00	360.00
12,000	cu. yds.	Common Excavation	0.50	6,000.00
20,000	cu. yds.	Solid Rock Excavation	0.50	10,000.00
400	yd. mi.	Truck Haul	0.15	60.00
0.29	mile	Finishing Roadbed and Slopes	500.00	145.00
3,100	sq. yds.	Removal of Old Pavement	0.20	620.00
70	lin. ft.	18" Concrete Pipe	2.50	175.00
150	lin. ft.	24" Extra Strength Concrete Pipe	4.00	600.00
110	lin. ft.	36" Concrete Pipe	7.50	825.00
270	lin. ft.	Salvaging Culvert Pipe	1.00	270.00
450	lin. ft.	Cable Guard Fence	1.10	495.00
500	cu. yds.	Salvaging Surfacing Materials	0.50	250.00
2,000	cu. yds.	3" - 1½" Rock in Base and Surfacing	1.35	2,700.00
1,000	cu. yds.	¾" - 0" Rock in Base, Surfacing and Shoulders	1.35	1,350.00
100	cu. yds.	Sand Cushion	1.20	120.00
50	cu. yds.	Filler	0.40	20.00

50	yd. mi.	Hauling Filler	$ 0.20	$ 10.00
3,380	sq. yds.	Portland Cement Concrete Pavement	1.60	5,408.00
340	lin. ft.	Expansion Joints	0.35	119.00
1,700	lin. ft.	Contraction Joints	0.04	68.00
1,700	only	Dowels	0.18	306.00
1,400	lbs.	Tie Bars and Reinforcement	0.06	84.00
100	cu. yds.	Mineral Aggregate in Place	3.00	300.00
14	tons	Tar in Place	25.00	350.00
All Required		Provision for Traffic		272.00
				$ 31,586

Subtotal	$ 40,377
10% Engr. & Cont.	4,037
Total	$ 44,414

Length 0.489 mile

Cost per mile $ 90,826

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Original Project	$ 193,985	$ 118,336	$ 75,649
Extension	44,414	27,094	17,320
	$ 238,399	$ 145,430	$ 92,969

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
MAY 8 1937
FOR FILING
171-a

May 6, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Multnomah County Line-Linnton Section, Federal Aid Project No. 171-A.

We are, likewise, enclosing three copies of an agreement between the City Motor Trucking Company and the State Highway Commission covering payment of a portion of the cost of the 10' x 10' concrete culvert at Station 297+65.6.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 171-A

MULTNOMAH COUNTY LINK-LINNTON SECTION

OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1937

COMPLETED FEDERAL AID WORK

Final Cost of Roadwork	$ 571,228.75
Final Cost of Federal Aid Roadwork	$ 398,562.98
Final Cost of Bridge	$ 8,478.40
Federal Aid Paid on Roadwork	$ 109,768.56
NRH Funds Paid on Roadwork	$ 179,009.05
NRM Funds Paid on Roadwork	$ 23,731.40
NRH Funds Paid on Bridge	$ 8,377.65
Length of Original Project	9.277 miles
Length of Revised Project (Incl. Extension)	9.371 miles

NEW WORK

Original Project (Sta. 118+50 to 125+10)(Sta. 125+70 to 162+00) (Sta. 264+00 to 292+10)(Sta. 290+30 to 359+50)(Sta. 453+00 to 477+50)(Sta. 477+50 to 491+04) (Contract No. 1552)

All Required		Clearing and Grubbing		$ 1,130.00
50	cu. yds.	Trench Excavation	$ 2.50	125.00
43,500	cu. yds.	Common Excavation	0.28	12,180.00
5,700	cu. yds.	Solid Rock Excavation	1.20	6,840.00
19,000	yd. mi.	Truck Haul	0.20	3,800.00
3.26	miles	Finishing Roadbed and Slopes	200.00	652.00
1,500	lin. ft.	Rounding Cutbanks	0.10	150.00
230	lin. ft.	12" Concrete Pipe	1.20	276.00
10	lin. ft.	12" Corr. Iron Pipe	2.00	20.00
80	lin. ft.	18" Corr. Iron Pipe	2.20	176.00
60	lin. ft.	Salvaging Culvert Pipe	2.50	150.00
4,730	cu. yds.	Rock Base	0.90	4,257.00
18,600	cu. yds.	Lower Course of Shoulders	0.90	16,740.00
3,800	cu. yds.	Top Course of Shoulders	1.70	6,460.00
1,050	cu. yds.	Rock Footpaths	2.00	2,100.00
1,240	cu. yds.	Sand Cushion	0.70	868.00
1,420	cu. yds.	Filler	0.25	355.00
2,840	yd. mi.	Hauling Filler	0.25	710.00
38,600	sq. yds.	Portland Cement Concrete Pavement	1.64	63,304.00
3,960	lin. ft.	Expansion Joints	0.16	633.60
19,800	lin. ft.	Contraction Joints	0.03	594.00
19,800	only	Dowels	0.15	2,970.00
16,000	lbs.	Tie Bars and Reinforcement	0.045	720.00
				$ 125,210

Original Project (Sta. 359+50 to 387+80)(Sta. 402+80 to 415+00)
(Contract No. 1962)

All Required		Clearing and Grubbing		$ 1,821.00
170	cu. yds.	Trench Excavation	$ 2.00	340.00
12,000	cu. yds.	Common Excavation	0.50	6,000.00
10,000	cu. yds.	Solid Rock Excavation	0.50	5,000.00
15,600	yd. mi.	Truck Haul	0.15	2,340.00
0.76	mile	Finishing Roadbed and Slopes	500.00	380.00
1,000	lin. ft.	Rounding Cutbanks	0.10	100.00
6,400	sq. yds.	Removal of Old Pavement	0.20	1,280.00
150	lin. ft.	12" Concrete Pipe	1.00	150.00
60	lin. ft.	15" Concrete Pipe	2.00	120.00
210	lin. ft.	18" Concrete Pipe	2.50	525.00
80	lin. ft.	Salvaging Culvert Pipe	1.00	80.00
200	lin. ft.	Cable Guard Fence	1.10	220.00
1,500	cu. yds.	Salvaging Surfacing Materials	0.50	750.00
6,500	cu. yds.	3" - 1½" Rock in Rock Base and Surfacing	1.35	8,775.00
3,200	cu. yds.	¾" - 0" Rock in Rock Base, Surfacing and Shoulders	1.35	4,320.00
300	cu. yds.	Sand Cushion	1.20	360.00
150	cu. yds.	Filler	0.40	60.00
150	yd. mi.	Hauling Filler	0.20	30.00
9,120	sq. yds.	Portland Cement Concrete Pavement	1.60	14,592.00
960	lin. ft.	Expansion Joints	0.35	336.00
4,600	lin. ft.	Contraction Joints	0.04	184.00
4,600	only	Dowels	0.18	828.00
3,600	lbs.	Tie Bars and Reinforcement	0.06	216.00
200	cu. yds.	Mineral Aggregate in Place	3.00	600.00
34	tons	Tar in Place	25.00	850.00
10	tons	Class "B" Asphaltic Concrete	8.50	85.00
350	sq. yds.	Surface Finish Coat	0.20	70.00
All Required		Provision for Traffic		728.00
				$ 51,140.00

Subtotal	$ 176,350
10% Engr. & Cont.	17,635
Total	$ 193,985

Length	4.022 miles
Cost per mile	$ 48,230

Extension (Sta. 1[illegible]+10 to 1[illegible]+70) (Sta. [illegible]+10 to 2[illegible]+[illegible]) (Sta. 47[illegible] to 477+[illegible]) (Sta. 491+04 to 496+00) (Contract No. 1[illegible]2)

All Required		Clearing and Grubbing		$ 70.00
30	cu. yds.	Trench Excavation	$ 2.50	75.00
5,500	cu. yds.	Common Excavation	0.28	1,540.00
300	cu. yds.	Solid Rock Excavation	1.20	360.00
0.20	mile	Finishing Roadbed and Slopes	200.00	40.00
1,500	lin. ft.	Rounding Outbanks	0.10	150.00
20	lin. ft.	12" Concrete Pipe	1.20	24.00
60	lin. ft.	18" Corr. Iron Pipe	2.20	132.00
40	lin. ft.	36" Corr. Iron Pipe	7.50	300.00
270	cu. yds.	Rock Base	0.90	243.00
1,200	cu. yds.	Lower Course of Shoulders	0.90	1,080.00
200	cu. yds.	Top Course of Shoulders	1.70	340.00
50	cu. yds.	Rock Footpaths	2.00	100.00
60	cu. yds.	Sand Cushion	0.70	42.00
80	cu. yds.	Filler	0.25	20.00
160	yd. mi.	Hauling Filler	0.25	40.00
2,400	sq. yds.	Portland Cement Concrete Pavement	1.64	3,936.00
240	lin. ft.	Expansion Joints	0.16	38.40
1,200	lin. ft.	Contraction Joints	0.03	36.00
1,200	only	Dowels	0.15	180.00
1,000	lbs.	Tie Bars	0.045	45.00
				$ 8,791

Extension (Sta. [illegible]+90 to 402+90)

All Required		Clearing and Grubbing		$ 679.00
180	cu. yds.	Trench Excavation	2.00	360.00
12,000	cu. yds.	Common Excavation	0.50	6,000.00
20,000	cu. yds.	Solid Rock Excavation	0.50	10,000.00
400	yd. mi.	Truck Haul	0.15	60.00
0.29	mile	Finishing Roadbed and Slopes	500.00	145.00
3,100	sq. yds.	Removal of Old Pavement	0.20	620.00
70	lin. ft.	18" Concrete Pipe	2.50	175.00
150	lin. ft.	24" Extra Strength Concrete Pipe	4.00	600.00
110	lin. ft.	36" Concrete Pipe	7.50	825.00
270	lin. ft.	Salvaging Culvert Pipe	1.00	270.00
450	lin. ft.	Cable Guard Fence	1.10	495.00
All Required		Excavation and Backfilling for Box Culvert		500.00
110	cu. yds.	Class "D" Concrete	22.00	2,420.00
12,000	lbs.	Metal Reinforcement	0.06	720.00
500	cu. yds.	Salvaging Surfacing Materials	0.50	250.00
2,000	cu. yds.	3" - 1½" Rock in Base and Surfacing	1.35	2,700.00

1,000	cu. yds.	¼" - 0" Rock in Base, Surfacing and Shoulders	$ 1.35	$ 1,350.00
100	cu. yds.	Sand Cushion	1.20	120.00
50	cu. yds.	Filler	0.40	20.00
50	yd. mi.	Hauling Filler	0.20	10.00
3,380	sq. yds.	Portland Cement Concrete Pavement	1.60	5,408.00
340	lin. ft.	Expansion Joints	0.35	119.00
1,700	lin. ft.	Construction Joints	0.04	68.00
1,700	only	Dowels	0.18	306.00
1,400	lbs.	Tie Bars and Reinforcement	0.06	84.00
100	cu. yds.	Mineral Aggregate in Place	3.00	300.00
14	tons	Tar in Place	25.00	350.00
All Required		Provision for Traffic		272.00
				$ 35,226.00
		Property owner's share of cost of culvert as per agreement		Cr. 1,804.00
				$ 33,422.00

Subtotal	$ 42,213
10% Engr. & Cont.	4,221
Total	$ 46,434

Length	0.489 miles
Cost per mile	$ 94,957

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Original Project	$ 193,985	$ 118,334	$ 75,651
Extension	46,434	28,326	18,108
	$ 240,419	$ 146,660	$ 93,759

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
MAY 24 1937
FOR FILING
171-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

MAR 29 1937

March 26, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 171-A, the Rocky Point section of the Columbia River Highway, to the Oregon Contract Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Iron

FORM 2-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

171-2

RECEIVED
MAR 18 1937
FOR FILING

IN REPLY PLEASE
REFER TO FILE NO.

XXXXXXXXXXXXXXXXXXXXX
Portland, Oregon
March 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Has final payment been made to contractor for construction of the Nehalem Boom Undercrossing? There are two piles of lumber and rubbish on the right of way, one about 1000 feet east of the structure and the other perhaps two miles west of the structure, and Mr. A. G. Skelton has been unable so far to get these moved off by the owners thereof. If the contractor has not yet secured final payment, I request that he be required to remove this lumber and rubbish before receiving it.

On a recent trip down the Columbia Mr. Bishop noticed this and requested this action.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
J. N. Bishop

RECEIVED
MAY 24 1937
FOR FILING

RECEIVED
MAR 11 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 171-a

POST OFFICE BUILDING
PORTLAND, OREGON

March 10, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The P. S. & E. documents for modifying Oregon Federal Aid Project No. 171-A, Multnomah County Line-Portland Section of the Columbia River Highway, as revised have been found satisfactory to this office and you are authorized to readvertise for bids.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

FORM 8-A-1 1M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 26 1937
FOR FILING

171-a

XXXXXXXXXXXXXXXXXXXX
Portland, Oregon
Feb. 25, 1937

RECEIVED
FEB 26 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

I presume you have received a copy of a letter written by George Arens, dated February 16th, claiming trench excavation instead of common excavation for three channel changes on the Rex Hill contract, No. 1852.

Mr. Arens has told me several times during the fall and winter that he discussed this with you early last summer when the work was being done. Mr. Breadwell tells me that the channel change at Station 703 was made through very soft ground, part being blue clay, and that it was covered with rushes and excavated by men wearing boots. The other two channel changes were not such difficult ground and part of the channel change at Station 609 was dug with cat and bulldozer until this equipmnet got stuck. Perhaps Mr. Easen would care to make a recommendation concerning allowance of this claim.

As you have previously mentioned concerning this claim, the contrast provisions are quite clear that common excavation shall be paid in such cases.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED
Highway Engineer

#1852

RECEIVED
FEB 20 1937
FOR FILING

171-a

February 19, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1852 for the construction of the Columbia County Line-Portland Section of the Columbia River Highway in Multnomah County has been completed by the contractors, Oregon Contracting Company and Theo. Arenz, and that final settlement will be made by the State with said contractors for work done under said contract on or after March 1, 1937.

The State has been advised of a claim of one Johnson, in the sum of $1,000.00 for damages by a truck. You are advised that the State assumes no responsibility for the above claim or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $144,798.29, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
FEB 18 1937
OREGON
STATE HIGHWAY COMMISSION

February 16, 1937

Mr. E. A. Collier
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

In checking over the field final of Mr. Broadwell's for the Rex Hill Project, Contract No. 1852, I find that at Stations 609, 645 and 703, the resident engineer has allowed common excavation for open ditches which were constructed for inlets and outlets for box culverts and in the case of Station 645 an outlet ditch for a network of smaller drainage. In all of these cases the conditions were very boggy and marshy. It required the handwork of many men with rubber boots to excavate this material and the cost of this work was far in excess of the bid item for trench excavation. I realize that the resident engineer has interpreted this as common excavation on account of the fact that a certain provision in the contract provides that where excavation is in excess of 1/2 cubic yard per lineal foot the contractor shall be paid as common excavation; but, I do not believe that the intent of the contract is such that the contractor shall make this type of excavation at common excavation prices. If the class of material were such that the contractor might use machinery for this purpose, this classification would then be according to the intent of the contract. I, therefore, wish to file a claim with the State for the excavation of these materials under the trench excavation classification. The amounts of excavation are as follows:

Station 609	167.8 cu. yds.	Channel change
" 645	135.6 cu. yds.	" "
" 703	293.1 cu. yds.	" "

I believe (and this matter was discussed with Mr. H. G. Smith last summer) that the above amounts should be paid to the contractor under the classification of trench excavation instead of common excavation.

Thanking you very kindly for your consideration in this matter, I remain

Very truly yours,

OREGON CONTRACTING CO. & THEODORE ARENZ

By______________________________

COPY

TA:h
cc R. H. Baldock
H. G. Smith

48 8-K-1 1900 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FEB 9
FOR FILING
171-a

Mr. Baldock

February 2, 1937

Mr. J. N. Bishop
Maintenance Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

In connection with the acquisition for the Columbia County Line-Scappoose Section of the Columbia River Highway in Columbia County we are acquiring certain property from A. F. Tice and Eva L. Tice located in the southwest quarter of the southeast quarter of Section 24, Township 3 North, Range 2 West, W. M., the property being between Station 491 and Station 493+50.

This was an emergency matter and in order to clear the right of way Johnson and Hall were requested by Mr. Bentley to move a small building used as a flower stand. Subsequent to the moving the building was struck by a truck of the contractors, Oregon Contracting Company and Theodore Arens, and some damages were inflicted.

We have received considerable complaints as to the moving work done by Johnson and Hall and also as to the damages inflicted by the truck. The matter has been taken up with both Johnson and Hall and with Oregon Contracting Company and Theodore Arens, but so far we have been unable to get any action on the matter.

The owners are writing insisting that the building be placed in condition by not later than the middle of March. It appears to us that there is considerable responsibility on the part of the department in order to remedy at least the basic condition caused by the moving contractor.

It is our understanding that at the present time you have a crew working on a house at the north limits of Salem, and it is suggested that if possible this crew be sent up to repair the Tice place. Johnson and Hall have not yet been paid for the moving costs and we will endeavor to deduct the cost of the repairs by the State from any amounts due them, as well as to collect from Oregon Contracting Company and Theodore Arens the cost of repairing the damages inflicted by their truck. For this reason detailed cost records of the State's expenditures should be kept, which would enable us to make a fair segregation of the charges.

Under date of November 12, 1936, L. W. Franklin, Resident Engineer, addressed a communication to E. A. Collier covering his inspection of the property and outlining the various items of damages, with a suggested segregation. A carbon copy of this letter is enclosed herewith for your information.

I have not made a personal inspection of the building and am in no position to state what the condition of the structure was originally and what it is now, but no doubt some information on this point could be secured from the Resident Engineer on the construction project. I do not know whether or not this is Mr. Franklin. It is our feeling that in carrying on the State's work the building should be restored to a condition at least equivalent to that existing prior to our taking the right of way and the original moving of the structure.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Mr. R. H. Baldock
Mr. E. A. Collier

OREGON STATE HIGHWAY COMMISSION

Portland, Oregon.
Nov. 12, 1956.

Mr. E. A. Collier,
Division Engineer,
Oregon State Highway Commission,
Portland, Oregon.

Dear Sir:

I contacted Mr. Tice and we inspected his flower stand together. He is not satisfied with the condition in which the stand has been left. His main complaints are as follows:

1. The building suffered considerable wrecking when moved from its original location due to not being tied while being moved.
2. The building was left in its temporary location for several weeks without being set on even supports which resulted in the stand having a bad twist in it.
3. The building suffered considerable wracking when moved from the temporary location to the present location due to not being tied.
4. The anchors to the concrete base were not satisfactorily placed.
5. The front sill of the building is set on a concrete curbing. This leaves a large space between the floor and the bottom of the front door. Also this curbing is not true as to line which leaves the front of the building in a warped condition.
6. The paneling in the stand has been stained around the lower edges with cement plaster.
7. The stand was hit by a truck which apparently caused the following damage:
    a. Wracked the building considerably.
    b. Tore some of the shingles on the north and west sides.
    c. Split some of the planking on the west side.
    d. Broke the northeast and southeast corners of the concrete base.
    e. Loosened the corners of the building.

Some of the above complaints could be checked by inspection of the building at present and some I had to check by my own general observations and those of my party.

From the best information I have been able to obtain I would say that the building moving contractor should be held responsible for those items numbered 1 to 6 inclusive. Arenz should be held responsible for item number 7.

After obtaining the above information I telephoned Mr. Bentley and found out that the moving of the flower stand has never been accepted by the Right of Way department.

This being the case it seems to me that the building moving contractor should be held responsible for anything that might happen to the stand until such time as the moving job was accepted by the State. However he would have claim against Arenz for the damage done by him.

I would suggest that it be brought to the attention of the building moving contractor that he is responsible for the satisfactory completion of the job. Also that any damage done to the building by Arenz truck should be settled direct between himself and Arenz.

Respectfully yours

(Sgd.) L. W. Franklin
L. W. Franklin
Resident Engineer.

RECEIVED
JAN 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 171-A,
Multnomah Co. Line-Portland Sec.,
Columbia River Highway.

171-a

January 22, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

JAN 25 1937
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Highway Engineer

Encls.

Ion

F-Apr 11924

Section A,
Oregon Federal Aid Project No. 171.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 11, 1932, by the Oregon State Highway Commission, and on April 4, 1932, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on March 31, 1934, by the said State Highway Commission, and on April 16, 1934, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section A of Oregon Federal Aid Project No. 171; and

WHEREAS, the plans and specifications previously approved for said Section A provided for the construction of 8.659 miles of graded road in Multnomah and Columbia Counties, for which the estimate approved was $346,127.10, and $172,184.16 Federal funds were set aside to the credit of said Section A; and

WHEREAS, the construction of said Section A in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $398,562.98, and voucher in the sum of $109,768.56 has been passed for payment as the share of the Federal Government on said Section A; and

WHEREAS, the said Oregon State Highway Commission now requests a reopening of said Section A and a revision of the plans, specifications and estimate approved therefor to provide extensions to the project between survey stations 125+10 and 125+70, 289+10 and 290+30, 473+50 and 477+50, and between survey stations 491+04 and 496+00, thereby increasing its length from 8.659 miles to 8.863 miles, and to provide for the construction of a cement concrete pavement between survey stations 118+50 and 162+00, 264+00 and 359+50, and between survey stations 452+00 and 496+00, at an estimated cost of $128,406.00; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from the previous actual cost of $398,562.98 to $526,968.98, and that the Federal funds approved and set aside to the credit of said Section A be increased from the previous actual payment of $109,768.56 to $188,096.56:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and

the sum of one hundred eighty-eight thousand, ninety-six and 56/100 dollars ($188,096.56) as the share of the United States payable under said act on account of Section A of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

"Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:

"Between survey station 0+25 in the city of Portland in Sec. 34, T. 2 N., R. 1 W., W.M., and survey station 496+00, 496 feet north of the Columbia-Multnomah County line in Sec. 24, T. 3 N., R. 2 W., W.M. (excepting therefrom those portions between survey stations 45+57.8 and 47+56.9, 186+25 and 195+20, 214+80 and 215+70, and between survey stations 387+80 and 402+90, length 8.863 miles, in Multnomah and Columbia Counties, being Section A of Oregon Federal Aid Project No. 171, consisting of 8.863 miles of roadway and no bridges of more than 20 feet clear span."

Paragraph (a) of Article III shall read:

"(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Paragraphs (d) and (e) of Article III shall be and are hereby stricken out.

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of one hundred eighty-eight thousand, ninety-six and 56/100 dollars ($188,096.56), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of five hundred twenty-six thousand, nine hundred sixty-eight and 98/100 dollars ($526,968.98), the approved total estimated cost of Section A of said project."

The second paragraph of Article V shall be and is hereby stricken out.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 23rd day of November, 1936, and the Secretary of Agriculture on the 13th day of January, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By ______________________
Member, State Highway Commission.

SECRETARY OF AGRICULTURE,

By ______________________
Acting Chief, Bureau of Public Roads.

Section A,
Oregon Federal Aid Project No. 171.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 171-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 526,968.98 in lieu of the previous actual payment of $109,768.56, as the total estimated cost of said project, and the sum of $ 188,096.56 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 13th day of January one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4820

RECEIVED
MAY 8 1937
FOR FILING

171-a

January 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Reference is made to your letter of January 18, 1936, concerning the 10' x 10' concrete culvert at Station 397+65.6 on the Multnomah County Line-Linnton Section, Federal Aid Project No. 171-A.

Please be advised that this structure is to reconstruct an existing tunnel under the highway, used in connection with an adjacent rock quarry, and the lowering of the highway grade has made it necessary to install a concrete structure as a safety measure on account of the proximity of the tunnel to the new highway pavement grade. Furthermore, the improvements being made in the new tunnel will permit the abolishment of the overcrossing trestle at Station 390+50.

An agreement has been made with the owner of the quarry on account of the betterment of the tunnel, whereby he is to contribute the sum of $1,750.00 toward its construction. However, the remaining cost of the work, in our opinion, is a replacement of an existing facility and should not be classified as right of way expense.

If this explanation meets with your approval, the culvert will be included in the agreement estimate as a participating item with the cost of the project being reduced by the contribution of the property owner, viz., $1,750.00

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 19 1937
OREGON
STATE HIGHWAY COMMISSION

January 18, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to plans and specifications relative to constructing pavement on Oregon Federal Aid project 171-A, Multnomah County Line-Portland Section of the Columbia River Highway, Stations 359+50 to 415+00.

At Station 397+65.6 the plans call for a 10x10 reinforced concrete culvert, 67 ft. in length. From appearances it is possible that this culvert is being constructed as a right of way consideration, in which case it would not be eligible for Federal participation.

Will you please advise at once on this point as the P.S.& E. papers will be held here pending receipt of your reply.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 21 1937
STATE [illegible] COMMISSION

January 20, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Project No. 171-A, Multnomah County Line-Portland Section of the Columbia River Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Letter to BPR 1/19/37

Our available information is insufficient to determine the eligibility of the culvert at Sta. 397+65.6 for Federal participation. Please advise us more fully, and in the event that it is classified as a right of way consideration, please make the appropriate revision in the project agreement estimate when it is submitted.

Plans Corrected

We are supplementing the section sheet with a notation to show the thickness of the rock base to be 10" on the left side and 11-1/2" on the right side.

Specifications Corrected

On Page 38, "City of Roseburg" has been changed to "City of Portland".

This OK

As there are insufficient 1936 Federal Aid Funds to care for the increase in quantities constructed under Contract 1852 we are showing the additional funds needed as from the 1937 Federal Aid apportionment. Final determination can be made at the time of submission of the project agreement estimate.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Form [illegible]—5M—11-35

171-a

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 16, 1937, 193

Section Columbia Co. Line - Portland
Kind of work Grading and Paving
Highway Lower Columbia River
Section prefix 26-1120
Contractor Oregon Contracing Co. & Theo. Arenz
Contract number 1852
Date of contract April 15, 1936
Date of completion August 31, 1936
Date work started May 15, 1936
Estimated date of completion , 193
Amount of contract $116,734.00
Per cent of time elapsed %
Estimated cost of completed project, exclusive of engineering $145,983.75
Per cent of contract completed, based on total contract price %
Engineering cost to date, $9,236.40, %
Date project was completed November 17, 1936

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Continuing on final construction map.

NOTED

NOTED
H. C. SM

Signed L. W. Franklin Resident Engr.
Address 14[illegible]6 S. W. Montgomery, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	INTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 8 1937
FOR FILING
171-a

January 15, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany plans and specifications for the Multnomah County Line-Linnton Section, Federal Aid Project No. 171-A (Reopened).

Five bid proposals and five blueprint copies of plan sheets numbers 1, 2, 2a, 15 and 16, and structural drawings numbers 2037, 2041, 5333, 5365, and 6016, are being sent under separate cover.

The quantities included in the estimate for the work being performed under Contract No. 1852 have been revised to conform with the changes made in the design of the base and shoulders and drainage provisions mentioned in your letter of July 8, 1936. The copies of plan sheet number 2 show the revised typical cross-sections and revised quantities.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ME

Encl.

X

Oregon State Highway Department　　　　Federal Aid Project No. 171-A

MULTNOMAH COUNTY LINE-LINNTON SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications for the Rocky Point Unit. Not as basis for modified agreement.)

Salem, Oregon, January 14, 1937

COMPLETED FEDERAL AID WORK

Final Cost of Roadwork..	$ 571,228.75
Final Cost of Federal Aid Roadwork....................................	$ 398,562.98
Final Cost of Bridge...	$ 8,478.40
Federal Aid Paid on Roadwork..	$ 109,768.56
NRH Funds Paid on Roadwork...	$ 139,009.05
NRM Funds Paid on Roadwork...	$ 23,731.40
NRH Funds Paid on Bridge...	$ 8,387.65
Length of Original Project...	9.277 miles
Length of Revised Project (Incl. Extension).........................	9.371 miles

NEW WORK

Original Project (Sta. 118+50 to 125+10)(Sta. 125+70 to 162+00) (Sta. 264+00 to 289+10)(Sta. 290+[illegible]0 to 359+50)(Sta. 452+00 to 473+50)(Sta. 477+50 to 491+04) ~~(Contract Prices)~~ (Contract No. 1852)

A

All Required		Clearing and Grubbing		$ 1,130.00
50	cu. yds.	Trench Excavation	$ 2.50	125.00
43,500	cu. yds.	Common Excavation	0.28	12,180.00
5,700	cu. yds.	Solid Rock Excavation	1.20	6,840.00
19,000	yd. mi.	Truck Haul	0.20	3,800.00
3.26	miles	Finishing Roadbed and Slopes	200.00	652.00
1,500	lin. ft.	Rounding Cutbanks	0.10	150.00
230	lin. ft.	12" Concrete Pipe	1.20	276.00
10	lin. ft.	12" Corr. Iron Pipe	2.00	20.00
80	lin. ft.	18" Corr. Iron Pipe	2.20	176.00
60	lin. ft.	Salvaging Culvert Pipe	2.50	150.00
4,730	cu. yds.	Rock Base	0.90	4,257.00
18,600	cu. yds.	Lower Course of Shoulders	0.90	16,740.00
3,800	cu. yds.	Top Course of Shoulders	1.70	6,460.00
1,050	cu. yds.	Rock Footpaths	2.00	2,100.00
1,240	cu. yds.	Sand Cushion	0.70	868.00
1,420	cu. yds.	Filler	0.25	355.00
2,840	yd. mi.	Hauling Filler	0.25	710.00
38,600	sq. yds.	Portland Cement Concrete Pavement	1.64	63,304.00
3,960	lin. ft.	Expansion Joints	0.16	633.60
19,800	lin. ft.	Contraction Joints	0.03	594.00
19,800	only	Dowels	0.15	2,970.00
16,000	lbs.	Tie Bars and Reinforcement	0.045	720.00
				$ 125,210

e. Loosened the corners of the building."

x

Original Project (Sta. 359+50 to 387+80)(Sta. 402+90 to 415+00)
(Estimated Prices)

All Required		Clearing and Grubbing		$ 2,900.00
170	cu. yds.	Trench Excavation	$ 2.00	340.00
12,000	cu. yds.	Common Excavation	0.30	3,600.00
10,000	cu. yds.	Solid Rock Excavation	0.80	8,000.00
15,600	yd. mi.	Truck Haul	0.15	2,340.00
0.76	mile	Finishing Roadbed and Slopes	200.00	152.00
1,000	lin. ft.	Rounding Cutbanks	0.10	100.00
6,400	sq. yds.	Removal of Old Pavement	0.30	1,920.00
150	lin. ft.	12" Concrete Pipe	1.50	225.00
60	lin. ft.	15" Concrete Pipe	2.00	120.00
210	lin. ft.	18" Concrete Pipe	2.50	525.00
80	lin. ft.	Salvaging Culvert Pipe	1.00	80.00
200	lin. ft.	Cable Guard Fence	1.00	200.00
1,500	cu. yds.	Salvaging Surfacing Materials	1.00	1,500.00
6,500	cu. yds.	3" - 1¼" Rock in Rock Base and Surfacing	1.50	9,750.00
3,200	cu. yds.	¾" - 0" Rock in Rock Base, Surfacing & Shoulders	1.80	5,760.00
300	cu. yds.	Sand Cushion	1.50	450.00
150	cu. yds.	Filler	0.50	75.00
150	yd. mi.	Hauling Filler	0.20	30.00
9,120	sq. yds.	Portland Cement Concrete Pavement	1.70	15,504.00
960	lin. ft.	Expansion Joints	0.20	192.00
4,600	lin. ft.	Contraction Joints	0.05	230.00
4,600	only	Dowels	0.20	920.00
3,600	lbs.	Tie Bars and Reinforcement	0.05	180.00
200	cu. yds.	Mineral Aggregate in Place	4.00	800.00
34	tons	Tar in Place	35.00	1,190.00
10	tons	Class "B" Asphaltic Concrete	15.00	150.00
350	sq. yds.	Surface Finish Coat	0.06	21.00
All Required		Provision for Traffic	400.00	400.00
				$ 57,654.00

Subtotal	$182,864
10% Engr. & Cont.	18,286
Total	$201,150

Length	4.022 miles
Cost per mile	$ 50,012

Extension (Sta. 125+10 to 125+70)(Sta. 289+10 to 290+30)
(Sta. 477+50 to 477+50)(Sta. 491+04 to 496+00)(~~Contract~~ Prices) (Contract No. 1852)

All Required		Clearing and Grubbing		$ 70.00
30	cu. yds.	Trench Excavation	$ 2.50	75.00

(B)

[illegible] the concrete base.
e. Loosened the corners of the building."

5,500	cu. yds.	Common Excavation	$ 0.28	$ 1,540.00
300	cu. yds.	Solid Rock Excavation	1.20	360.00
0.20	mile	Finishing Roadbed and Slopes	200.00	40.00
1,500	lin. ft.	Rounding Cutbanks	0.10	150.00
20	lin. ft.	12" Concrete Pipe	1.20	24.00
60	lin. ft.	18" Corr. Iron Pipe	2.20	132.00
40	lin. ft.	36" Corr. Iron Pipe	7.50	300.00
270	cu. yds.	Rock Base	0.90	243.00
1,200	cu. yds.	Lower Course of Shoulders	0.90	1,080.00 Ⓑ
200	cu. yds.	Top Course of Shoulders	1.70	340.00
50	cu. yds.	Rock Footpaths	2.00	100.00
60	cu. yds.	Sand Cushion	0.70	42.00
80	cu. yds.	Filler	0.25	20.00
160	yd. mi.	Hauling Filler	0.25	40.00
2,400	sq. yds.	Portland Cement Concrete Pavement	1.64	3,936.00
240	lin. ft.	Expansion Joints	0.16	38.40
1,200	lin. ft.	Contraction Joints	0.03	36.00
1,200	only	Dowels	0.15	180.00
1,000	lbs.	Tie Bars	0.045	45.00
				$ 8,791

Extension (Sta. 387+80 to 402+90) (White River)

All Required		Clearing and Grubbing		$ 1,100.00
180	cu. yds.	Trench Excavation	$ 2.00	360.00
12,000	cu. yds.	Common Excavation	0.30	3,600.00
20,000	cu. yds.	Solid Rock Excavation	0.80	16,000.00
400	yd. mi.	Truck Haul	0.15	60.00
0.29	mile	Finishing Roadbed and Slopes	200.00	58.00
3,100	sq. yds.	Removal of Old Pavement	0.30	930.00
70	lin. ft.	18" Concrete Pipe	2.50	175.00
150	lin. ft.	24" Extra Strength Concrete Pipe	3.50	525.00
110	lin. ft.	36" Concrete Pipe	6.00	660.00
270	lin. ft.	Salvaging Culvert Pipe	1.00	270.00
450	lin. ft.	Cable Guard Fence	1.00	450.00
All Required		Excavation and Backfilling for Box Culvert		1,500.00
110	cu. yds.	Class "D" Concrete	22.00	2,420.00
12,000	lbs.	Metal Reinforcement	0.06	720.00
500	cu. yds.	Salvaging Surfacing Materials	1.00	500.00
2,000	cu. yds.	3" - 1¼" Rock in Base and Surfacing	1.50	3,000.00
1,000	cu. yds.	¾" - 0" Rock in Base, Surfacing and Shoulders	1.80	1,800.00
100	cu. yds.	Sand Cushion	1.50	150.00
50	cu. yds.	Filler	0.50	25.00
50	yd. mi.	Hauling Filler	0.20	10.00
3,380	sq. yds.	Portland Cement Concrete Pavement	1.70	5,746.00
340	lin. ft.	Expansion Joints	0.20	68.00

e. Loosened the corners of the building."

1,700	lin. ft.	Contraction Joints	$ 0.05	$ 85.00
1,700	only	Dowels	0.20	340.00
1,400	lbs.	Tie Bars and Reinforcement	0.05	70.00
100	cu. yds.	Mineral Aggregate in Place	4.00	400.00
14	tons	Tar in Place	35.00	490.00
All Required		Provision for Traffic	200.00	200.00
				$ 41,712

Subtotal	$ 50,503
10% Engr. & Cont.	5,050
Total	$ 55,553

Length	0.489 mile
Cost per mile	$ 113,605

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Original Project	$ 201,150	$ 122,702	$ 78,448
Extension	55,553	33,888	21,665
	$ 256,703	$ 156,590	$ 100,113

c. Split some of the planking on the west side.
d. Broke the northeast and southeast corners of the concrete base.
e. Loosened the corners of the building."

1900 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

×

RECEIVED
JAN 9 1937

FOR FILING

mr. Baldock

171-a

January 6, 1937

Johnson and Hall
2003 Southeast Belmont Street
Portland, Oregon

Oregon Contracting Co. & Theodore Arens
10503 Northeast Sandy Boulevard
Portland, Oregon

NOTED
State Highway Engineer

Gentlemen:

This letter is written to you relative to building on the property of A. F. Tice and Eva L. Tice in the southwest quarter of the southeast quarter of Section 24, Township 5 North, Range 2 West, W. M., in Columbia County. It appears that the building originally was moved and reset by Johnson and Hall and later was struck by a truck belonging to Oregon Contracting Co. & Theodore Arens. Reports which we have received from an examination by our engineers and the reports of defects which we have received from the owners are as follows:

"1. The building suffered considerable wracking when moved from its original location due to not being tied while being moved.

"2. The building was left in its temporary location for several weeks without being set on even supports which resulted in the stand having a bad twist in it.

"3. The building suffered considerable wracking when moved from the temporary location to the present location due to not being tied.

"4. The anchors to the concrete base were not satisfactorily placed.

"5. The front sill of the building is set on a concrete curbing. This leaves a large space between the floor and the bottom of the front door. Also this curbing is not true as to line which leaves the front of the building in a warped condition.

"6. The paneling in the stand has been stained around the lower edges with cement plaster.

"7. The stand was hit by a truck which apparently caused the following damage:

a. Wracked the building considerably.
b. Tore some of the shingles on the north and west sides.
c. Split some of the planking on the west side.
d. Broke the northeast and southeast corners of the concrete base.
e. Loosened the corners of the building."

The recommendations from our engineers are to the effect that any repair of the damages listed under items 1 to 6, inclusive, should be the responsibility of Johnson and Hall, and that any repairs of the damages listed under item 7 should be the responsibility of Oregon Contracting Co. & Theodore Arens.

Unless Johnson and Hall and Oregon Contracting Co. & Theodore Arens can get together and make suitable arrangements between themselves and between the owners for the repair of the separate items and agree upon a distribution of the expense, it will be the purpose and intention of this department, after a reasonable time has been allowed, to proceed to make the necessary repairs with its own forces or to make arrangements for such repairs and deduct such respective amounts from any sums due from this department to either Johnson and Hall or Oregon Contracting Co. & Theodore Arens as in the opinion of this department should be the correct distribution and segregation of such repair expenditures.

An early reply from you would be appreciated, as the matter has dragged along for a considerable length of time and does not appear to be reaching any satisfactory conclusion.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mrs. Eva L. Tice
Mr. R. H. Baldock✓
Mr. S. M. Probert
Mr. H. G. Smith
Mr. E. A. Collier

FORM 2-A-1 5M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

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DEC 29 1936
FOR FILING
171-a

DEC 28 1936

IN REPLY PLEASE
REFER TO FILE NO.

Portland, Oregon
Dec. 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

I am delivering today to S. H. Probert the Semi-Final Estimate and Final Records for the Columbia County Line-Portland Paving Contract, No. 1852, on which work was completed by the Oregon Contracting Company and Theodore Arens on November 17, 1936.

The records submitted are listed on a copy of a letter from L. W. Franklin and the explanation of over-runs and under-runs exceeding 10% from the Final Estimate are also submitted by him.

This job materially over-ran the original authorization and increased authorization was secured. The increases were due largely to traffic difficulties which occurred about Memorial Day, change from trenched sub-grade cross-section to straight crown sub-grade, and the necessity for increased drainage on account of water and quicksand encountered.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NO
State Highway Engineer

171-a

#1825

RECEIVED
DEC 24 1936
FOR FIL

December 23, 1936

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make final payment to Portland Gravel Company on Contract No. 1825 for the construction of the undercrossing under the Nehalem Boom Tracks near Portland on the Columbia River Highway in Multnomah County,[illegible] after January 2, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $41,967.16, including the final payment. Of this amount $249.16 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict . by J. McFarland.

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DEC 23 1936
FOR FILING

171 A

December 22, 1936

Great American Indemnity Company
Harvey Wells Insurance Agency
412 Failing Building
Portland, Oregon

Attention: John H. Barnett
Manager, Surety Dept.

Gentlemen:

Reply is made to your letter of the 18th instant in regard to the damage claim filed by Walter S. Klein, Attorney, Portland, for a client of his against the Oregon Contracting Company and Theodore Arenz. You inquire whether a lien was filed against the bond or against the job.

The only notification we have of this claim is a letter from Mr. Klein stating briefly that his client is seeking payment of $1,000 to cover the out-of-pocket damage and asking the State Highway Commission to retain such sum from payments to the contractor. Attached is a copy of my reply to Mr. Klein which may be of interest to you.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

encl.

#1852

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

PORTLAND, OREGON

WILLIAM H. KOOP

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

RECEIVED
DEC 19 193
OREGON
STATE HIGHWAY COMMISSION

December 18th, 1936

Mr. H. B. Glaisyer,
Secretary, Oregon State Highway Commission
Salem, Ore.

Dear Mr. Glaisyer:

This will acknowledge your letter of December 8th wherein you state that a Mr. Walter S. Klein, Attorney, has filed a claim in the amount of $1,000. against the Oregon Contracting Co. and Theodore Arenz in connection with their contract #1852 with the State Highway Commission.

I understand the truck owned or operated by a man by the name of Eatch was in the employ of Mr. Arenz on this job and I understand the matter was covered fully by insurance. Would you advise me whether they actually filed a lien against the bond or a lien against the job. We are not particularly concerned in this matter because there is insurance covering the legal liability should there be any.

Yours very truly,

J. H. Barnett

Manager, Surety Department

JHB/B

REFERRED TO
[illegible]
BY SECRET

What is it?

FORM 9-A-1 5M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

36

RECEIVED
FOR FILE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

~~XXXXXXXXXXXXXXXXXXX~~
Portland, Oregon
Dec. 10, 1936

DEC 11 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. W. DeSouza

Dear Sir:

Attached hereto you will find a report of Johnson & Hall of a meeting they had with Mr. Tice regarding the removal of the flower stand near Columbia County line. You will notice in the statements reported made by Mr. Tice that (1) apparently would be the responsibility of Johnson & Hall; (2) that of Arens; (3) a divided responsibility; (4) would be his method of repairing condition No. 1; (5) refusal to permit Johnson & Hall to do any further work.

Johnson & Hall were to get $100 for the moving off and back again and it would be unreasonable to expect them to pay $150 after doing the work. Arens has insurance covering any damage to property done by his men or equipment on the job. I suggest that if you can arrange a meeting between Mr. Bentley, or some other member of your Department, Mr. Tice, Johnson & Hall, and the insurance adjuster for Arens, that it might be possible to affect a complete settlement. Tice refuses to let anyone work on the building except his own contractor.

Arens has paid for property damage insurance and his company should protect him in this case. I do not see where Franklin or myself can assist further in affecting a settlement. Franklin had nothing to do with the original agreement or with the execution of the work by Johnson and Hall.

Please advise if we can be of any further assistance.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
DEC 12 1936
FOR FILE

#1825

X

171-A

December 9, 1936

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

Attached herewith is a notice of release of claim by James L. Child against the Portland Gravel Company for work on the Nehalem Boom Undercrossing Project in Multnomah County, contract No. 1825.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

cc - Portland Gravel Company
39 S. E. Salmon Street
Portland, Oregon

December 9, 1936

Honorable Earl Snell
Secretary of State
Building

Dear Mr. Snell:

This is to acknowledge receipt of your letter of December 7 with attached copy of release of claim by James L. Child against the Portland Gravel Company for work on the Nehalem Boom Undercrossing Project in Multnomah County.

We are notifying the surety of this release.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

[illegible]
1936

December 7, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information a copy of a release by James L. Child covering his notice of claim against the Portland Gravel Company for work on the Nehalem Boom Undercrossing Project in Multnomah County which was received from C. O. Fenlason, Attorney, Pittock Block, Portland, Oregon. Mr. Child's notice of claim was filed in this office on October 22, 1936.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 1

COPY

DEC 9 1936

I, JAMES L. CHILDS, acknowledge receipt from the Portland Gravel Company, of check in the sum of ONE HUNDRED ($100.00) DOLLARS, which is accepted in full compromise settlement of all claims which I have against the Portland Gravel Company, for services or labor performed, of whatever nature, on what is commonly known as Nehalem Boom Undercrossing Project in Multnomah County, Oregon, or elsewhere.

In consideration of such payment, I hereby release and forever discharge the Portland Gravel Company, of and from all claims and demands of every character, which I have against it for services or labor performed on said project, or elsewhere, or for any kind of work, and also release the Bondsman of the said Portland Gravel Company, on or in connection with the contract of the Portland Gravel Company for the completion of, or in connection with, said project, and the Oregon State Highway Commission, from any claims on account of such labor, and all claims filed with the Secretary of State, or the Surety of the Portland Gravel Company, are hereby withdrawn.

Dated and signed this 4th day of December, 1936.

Witnessed:

JAMES L. CHILD

George J. Perkins
Ruth Cook

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

171 a

December 9, 1936

[illegible] 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 171-A, Multnomah County Line-Portland Section, Columbia River Highway, Multnomah County, was made by a representative of this office on November 24, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Highway Engineer

Jon

#1852

RECEIVED
DEC 22 1936
FOR FILING

171-A

December 8, 1936.

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

This letter is to inform you that there has been filed in the office of the State Highway Commission, by Mr. Walter S. Klein, Attorney at Law, Portland, the claim of his client, whose name is unknown to us, said claim being in the amount of $1000, representing damages resulting from a collision with one of the trucks that were employed by the Oregon Contracting Company and Theodore Arens in connection with their contract No. 1852 with the State Highway Commission for paving the Columbia County Line-Portland Section of the Columbia River Highway. It appears that the truck was owned or operated by a man by the name of Hatch.

This information is given you since our records disclose that you wrote the bond which was furnished by the contractor in connection with this job.

Very truly yours,

Secretary

HBG:MBL

December 5, 1936

Mr. Walter S. Klein
Attorney At Law
Mead Building
Portland, Oregon

Dear Mr. Klein:

Reply is made to your letter of the 25th ultimo regarding the claim of your client against the Oregon Contracting Company and Theodore Arens arising out of State Highway Contract No. 1852 for paving the Columbia County Line-Portland Section of the Columbia River Highway in Multnomah County.

You inquire whether or not Mr. Hatch was operating as a subcontractor under the original contractor. In this regard our records fail to disclose that Mr. Hatch is a subcontractor on this job. Furthermore his name does not appear on the pay rolls of the job.

You also ask the Highway Commission to withhold the sum of $1,000 in payments to the Oregon Contracting Company and Theodore Arens which amount represents the out-of-pocket damage incurred by your client. With respect to this feature I quote the following from a letter from our Attorney to whom I referred your letter for advice:

"It appears that the claim which Mr. Klein's client has against the contractor is a damage claim arising out of a collision between a truck operated in connection with the contract and the automobile of Mr. Klein's client, who is a Mr. Johnson.

" In the beginning it is to be observed that this claim arises in tort and does not come under the faithful performance bond required by Section 44-130, Oregon Code 1930, nor is it a claim for labor or materials covered by another statute.

"The clause on page 10 of our contract provides that the contractor shall indemnify and save harmless the State, State Highway Commission, etc., from all suits or actions of every name and description brought for or on account of any damage, injury, loss, expense, inconvenience, and delay received or sustained by any person or persons, etc., and authorizes the Commission when any such suits or actions have been brought to withhold from the contractor such an amount as may be considered necessary by the Engineer to protect the interests of the State until the matter has been disposed of. This clause is not written for the benefit of third persons and does not impose upon the Commission the duty or responsibility of withholding anything from the contractor unless a suit or action has been brought against the State or the State Highway Commission, etc. In other words, it is purley a permissive clause which, under any circumstances, might be waived by the State Highway Commission if the Commission should so see fit.

"Section 49-701, Oregon Code 1930, provides that the State may make payment to persons furnishing labor or services and charge the amount thereof against funds due or to become due a contractor, but this relates only to labor or services and would not apply to a claim arising out of tort.

"It therefore is our opinion that the State Highway Commission not only has no obligation but that it is not authorized to withhold from payment under the contract in question the mentioned sum of $1,000.00, and we would suggest that Mr. Klein be so advised."

In view of the Attorney's opinion it does not appear to be in order for the Highway Commission to withhold the sum of $1,000 from payment to the original contractor.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

December 5, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith we return to you letter from Walter S. Klein, Attorney at Law, Mead Building, Portland, Oregon, in which the department is requested to withhold payment of the sum of $1,000.00 payable to Theodore Arenz, et al., under Contract 1852.

It appears that the claim which Mr. Klein's client has against the contractor is a damage claim arising out of a collision between a truck operated in connection with the contract and the automobile of Mr. Klein's client, who is a Mr. Johnson.

In the beginning it is to be observed that this claim arises in tort and does not come under the faithful performance bond required by Section 44-130, Oregon Code 1930, nor is it a claim for labor or materials covered by another statute.

The clause on page 10 of our contract provides that the contractor shall indemnify and save harmless the State, State Highway Commission, etc., from all suits or actions of every name and description brought for or on account of any damage, injury, loss, expense, inconvenience, and delay received or sustained by any person or persons, etc., and authorizes the Commission when any such suits or actions have been brought to withhold from the contractor such an amount as may be considered necessary by the Engineer to protect the interests of the State until the matter has been disposed of. This clause is not written for the benefit of third persons and does not impose upon the Commission the duty or responsibility of withholding anything from the contractor unless a suit or action has been brought against the State or the State Highway Commission, etc. In other words, it is purely a permissive clause which, under any circumstances, might be waived by the State Highway Commission if the Commission should so see fit.

Section 49-701, Oregon Code 1930, provides that the State may make payment to persons furnishing labor or services and charge the amount thereof against funds due or to become due a contractor, but this relates only to labor or services and would not apply to a claim arising out of tort.

It therefore is our opinion that the State Highway Commission not only has no obligation but that it is not authorized to withhold from payment under the contract in question the mentioned sum of $1,000.00, and we would suggest that Mr. Klein be so advised.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza a.w.
J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW

WALTER S. KLEIN
ATTORNEY AT LAW
MEAD BUILDING
PORTLAND, OREGON

December 3rd, 1936

DEC 1 1936

Oregon State Highway Commission,
Salem, Ore.

Dear Sirs:--

In my letter to you of the 30th ult, in re Johnson-Arenz matter, I inquired whether the subcontract between Arenz and Batch had had the approval of the Engineer, as provided by the contract.

Please let me have a response as soon as possible. Thank you.

Yours very truly,

W S Klein

REFERRED TO
De Souza
BY SECRETARY

refers to letter that I handed to you yesterday
G.S.S.

RECEIVED
DEC 4 1936
LEGAL DEP'T

REFERRED
TO Harmer
FOR Returned
J.W. DE SOUZA

-1062

[illegible] Eatch [illegible] on this contract.

[illegible] not [illegible] the parties.

contract. It seems that Arenz, through the insurance company which covered his trucks, sought to evade responsibility on the ground that the truck in question was not owned by Arenz, but by one Eatch, who it was claimed was operating under a sub-contract. I note at page 10 of the printed specifications (general provisions) that the principal contractor is responsible for the omissions &c of subcontractors &c; I note at page 10 of the blue sheet provisions, at the end of contract sent me, that the subcontracts shall not exceed 4; I note at page 11, same blue-sheet section, that the Engineer is to approve all subcontracts. My question is: was the Eatch sub-contract so approved?

If action is filed in this case, of course claim will include damages incident to injuries, suffering &c. If the case is settled out of Court, about $1,000 will settle Johnson's (my client) out-of-pocket damage.

Under the contract, page 10, general provisions, provision is made for the withholding from the contract price of such sum as shall cover damages &c, until satisfactory arrangements or otherwise, for the payment of said claim. I now hereby formally notify you of the claim in the sum of $1,000 and ask that this sum be retained by the Commission until I otherwise advise you.

Regarding the affidavit for the copy of the contract, will my own be satisfactory, or do you want the prospective Plaintiff's?

Yours very truly,

#1852

WALTER S. KLEIN
ATTORNEY AT LAW
MEAD BUILDING
PORTLAND, OREGON

November 25th, 1936.

RECEIVED
NOV 27 1936
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Ore.

Dear Sirs:--

Thank you for your prompt attention to my inquiry of the 23rd in re

contract #1852, Theodore Arenz et al,

and your forwarding of certified copy of the contract, which came to hand today.

My client sustained personal injuries July 13, 1936, and damages to his auto by reason of the negligence of a driver of a truck being operated in connection with the road operations and construction covered by the Arenz contract. It seems that Arenz, through the insurance company which covered his trucks, sought to evade responsibility on the ground that the truck in question was not owned by Arenz, but by one Batch, who it was claimed was operating under a sub-contract. I note at page 10 of the printed specifications (general provisions) that the principal contractor is responsible for the omissions etc of subcontractors etc; I note at page 10 of the blue sheet provisions, at the end of contract sent me, that the subcontracts shall not exceed 4; I note at page 11, same blue-sheet section, that the Engineer is to approve all subcontracts. My question is: was the Batch sub-contract so approved?

If action is filed in this case, of course claim will include damages incident to injuries, suffering etc. If the case is settled out of Court, about $1,000 will settle Johnson's (my client) out-of-pocket damage.

Under the contract, page 10, general provisions, provision is made for the withholding from the contract price of such sum as shall cover damages etc, until satisfactory arrangements or otherwise, for the payment of said claim. I now hereby formally notify you of the claim in the sum of $1,000 and ask that this sum be retained by the Commission until I otherwise advise you.

Regarding the affidavit for the copy of the contract, will my own be satisfactory, or do you want the prospective Plaintiff's?

Yours very truly,

W. S. Klein

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~
Portland, Oregon

RECEIVED
DEC 4 1936
FOR FILING

171-a

Dec. 2, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

NOTED
State Highway Engineer

Dear Sir:

In response to your letter of November 23rd, I am inclosing herewith a request from the Oregon Contracting Co. and Theodore Arenz for an extension of time on the Columbia County Line-Portland contract, No. 1852. Specified completion date was July 31, 1936. The job was completed on November 17, 1936. The request for extension and consent of surety, attached herewith, asks for an extension to November 18th.

The reasons for this delay, set forth in Mr. Arenz's letter, are correct and in my opinion adequate to warrant granting this extension. There were frequent rains on this project during May and there was rain on on nine days in the first half of June. Quick-sand and wet subgrade required a large increase in drain tile and delay in grading. The change in plan for cross-section required a considerable increase in base rock.

The overcrossing structure on Unit No. 1 delayed completion of work about ten days.

From correspondence on file, it appears that there were certain right of way delays, and according to the Engineer's Weekly Report, "All right of way difficulties on Unit No. 3 were cleared up during the week ending June 13th." A brief outline of construction dates on this job follows:

Contract awarded	April 16
Clearing and grubbing started	May 15
Traffic blocked by grading operations and rain	May 30
First pavement laid	July 29
Pavement finished	Oct. 14
All work on job finished	Nov. 17

This three and a half month's delay in completion caused considerable inconvenience to the traveling public and an increase in engineering costs, as Franklin's engineering party worked on this contract exclusively.

OREGON STATE

It is my opinion that the contractor was prevented from completing the job within the specified time largely by reason of conditions over which he had no control and I recommend that extension be granted without penalty.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
Encl.

CC R. H. Baldock

FORM 9-A-4 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

IN REPLY PLEASE
REFER TO FILE NO.

x

171-a

Portland, Oregon
Dec. 2, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

NOTED
State Highway Engineer

171-a
26-1122

Dear Sir:

Reference is made to your letter of December 1st, in which you ask for the contractor's application for an extension of time on Contracts No. 1869 and No. 1852.

On Contract No. 1869 work was completed on October 10th. An extension of time was granted up to October 15th on this contract and there must be some error in your records as you have stated they show the completion date to be November 10th.

A request for further extension of time on Contract No. 1852, together with the engineer's recommendation and consent of surety, is being mailed you today.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP

CC R. H. Baldock ✓

RECEIVED
DEC 2 1936
FOR FILING

171-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

November 28, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 24, 1936, requesting an answer to your letter of September 1, 1936, regarding time extensions on Oregon Federal Aid Projects Nos. 141-E, 141-C and 171-A.

With reference to your letter of September 1st, we beg to advise that this was replied to under date of September 10th, though we fail to find an answer from you.

However, we are today replying separately under each project number as to time extensions.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

REFERRED TO
Mr Probert
By State Highway Engineer

RECEIVED
NOV 25 1936
FOR FILING

171-a

November 24, 1936

Mr. Walter S. Klein
Attorney at Law
Mead Building
Portland, Oregon

Dear Sir:

In accordance with your request of November 23, I am sending to you under separate cover a certified copy of the Oregon Contracting Company and Theodore Arens Contract No. 1852, which covered the construction of the Columbia County Line-Portland Section of the Columbia River Highway in Multnomah County.

According to the Oregon statutes, it is necessary that an affidavit of claim be filed before furnishing certified copies of contracts. However, I am assuming that you are in a hurry for this copy and am sending it in advance of such affidavit of claim.

It will be appreciated if you will file an affidavit of claim within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CK

#1852
Mult.

WALTER S. KLEIN
ATTORNEY AT LAW
MEAD BUILDING
PORTLAND, OREGON

November 23rd, 1936

RECEIVED
NOV 24 1936
COMMISSION

Oregon State Highway Commission,
Salem, Ore.

Dear Sirs:--

Oregon Contracting Company and/or Theodore Arenz entered into a contract with the State of Oregon covering road construction and/or repair on the lower Columbia River highway. I have particular reference to contract #1852, identified as covering the section Columbia County Line-Portland, in Multnomah County, dated or awarded April 16, 1936.

May I have a copy of that portion of said contract wherein the contractor engages to perform said work and to furnish bond and liability insurance. In addition, may I have a copy of said bond and of the policy, if you have the latter, as well as the names of the insuring companies, and their Oregon representatives and/or agents.

Thanking you for this information, which I trust you will furnish as promptly as possible, I beg to be

Yours very truly,

W. S. Klein

REFERRED TO
[illegible]
BY SECRETARY

Please prepare certified copy of contract for me
[illegible]

RECEIVED
DEC 4 1936

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

171-a

November 14, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGH Project No. 171-A, Undercrossing of the Nehalem Boom Railway, Multnomah County Line-Portland Section of the Columbia River Highway, was made by a representative of this office on October 30, 1936.

To clear the file we need three copies of the construction agreement with the railway company prior to recommendation of the final voucher, prompt submission of which is requested.

Yours very truly,

W.H.LYNCH
District Engineer

By L.J.Caufield
L.J.Caufield
Highway Engineer

FORM S-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED NOV 2 FOR FILE

November 12th, 1936

Mr. J. M. Devers
Assistant Attorney
Office

Dear Sir:

I hand you herewith a letter from Mr. Collier regarding the Tice flower stand near Scappoose on the Columbia River Highway.

It would appear that there is nothing further the construction department can do to satisfy Mrs. Tice, and it is, therefore, referred to you to see that Mr. Arens' obligations are not confused with those of the Highway Department.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM (H.D.) 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

171-12

~~XXXXXXXXXXXXXXXXXXX~~
Portland, Oregon
Nov. 10, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith two Order for State Force Work on the Columbia County Line-Portland Paving Project.

I asked Mr. Arens for prices on these two jobs and he said that he did not wish to do this work, but if we required him to, the rubble masonry would cost $18.75 per cubic yard and the fence $2.00 per foot.

Mr. Arens hopes to finish up this project this week or early next. I believe the work can be done by State forces in a satisfactory manner for the prices shown on these Orders and recommend their approval at your early convenience.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM 2-S-1 1M 10-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
~~ROSEBURG, OREGON~~

RECEIVED
MAY 24 1937
FOR FILING
171-a

171-A

Portland, Oregon
November 9, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

In response to your letter of November 5th, asking for a revised cross-section sheet and estimate for the Columbia County Line-Portland Paving Project, I am inclosing herewith a typical cross-section as revised June 1936, which section was followed during construction. I am also inclosing a revised estimate as prepared by Franklin.

The revision of the typical cross-section entailed increased excavation, elimination of shoulder drains, and increased shoulder material. It was also necessary to materially increase drainage on this job, due to the wet conditions encountered.

Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

Ion

November 5, 1936

Mr. E. A. Collier
Highway Division Engineer
7729 S. E. 13th Avenue
Portland, Oregon

Dear Sir:

We are enclosing herewith copies of correspondence had some months ago with the Bureau of Public Roads relative to the submission of revised cross-section sheets and estimates for the Columbia County Line-Portland paving project (Federal Aid Project 171-A).

It is our understanding that Mr. Eason, while in charge of that work, made arrangements with the resident engineer to prepare the information required. We now request that that information be forwarded to us so that the revised cross-section sheets and estimates requested by the Bureau may be made up.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

1 copy

July 10, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

The changes in the design of the base and shoulders being constructed on Federal Aid Project 171-A, to which reference is made in your letter of July 8th, are being occasioned by the unusually wet weather conditions being encountered during construction, and it is very probable that further changes will have to be made before the work is entirely completed. For that reason, we will, with your permission, postpone the submission of revised typical section sheets and revised estimates until the work is further advanced.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

July 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

500

Dear Sir:

It is noted that you are making changes in the design of the base and shoulders and drainage provisions for Oregon Federal Aid project 171-A, the County Line to Portland Section of the Lower Columbia Highway.

Submission of revised section sheets and estimates for submission to the Washington Office will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Columbia Co. Line—Linnton

Revised Estimate.

Item	Unit.	Unit 1	Unit 2	Unit 3	Allowanse	Total
1-Clearing & Grubbing	All	All	All	All		
2-Trench Excavation	Cu.Yds.	35	110	135	20	300
3-Common Excavation	Cu.Yds.	10060	19605	14880	4455	49000
4-Solid Rock Excavation	Cu.Yds	1950	2541	1066	443	6000
5-Truck Haul	Cu.Yd.Mi.	4975	5932	6365	1728	19000
6-Finishing Roadbed & Slopes	Per Mile	0.82	1.81	0.83	——	3.46
7-Rounding Outbanks	Lin.Ft.	500	1000	1000	500	3000
8-12" Concrete Pipe	Lin.Ft.	27	80	120	23	250
9-12" Corrugated Iron Pipe	Lin.Ft.			6	4	10
10-18" Corrugated Iron Pipe	Lin.Ft.	28	238	127	37	430
11-36" Corrugated Iron Pipe	Lin.Ft.		37		3	40
12-Salvaging Culvert Pipe	Lin.Ft.		30	24	6	60
13-Rock Base	Cu.Yd.	1450	2900	2150 .5	700	7200
14-Lower Course Shoulders	Cu.Yd.	3950	7900	5950	2000	19800
15-Top Course Shoulders	Cu.Yd.	1250	2500	1250	500	5000 5,500
16-Rock Footpaths	Cu.Yd.	240	520	240	100	1100
17-Sand Cushion	Cu.Yd.	270	590	270	170	1300
18-Filler	Cu.Yd.	300	660	300	240	1500
19-Hauling Filler	Cu.Yd.Mi.	600	1320	600	480	3000
20-Port. Cement Concrete Pave.	Sq.Yd.	9670	21200	9760	370	41000
21-Expansion Joints	Lin.Ft.	970	2120	980	130	4200
22-Contraction Joints	Lin.Ft.	4830	10600	4880	690	21000
23-Dowels	Each	4830	10600	4880	690	21000
24-Tie Bars & Reenforcement	lb	3740	8200	3740	1320	17000

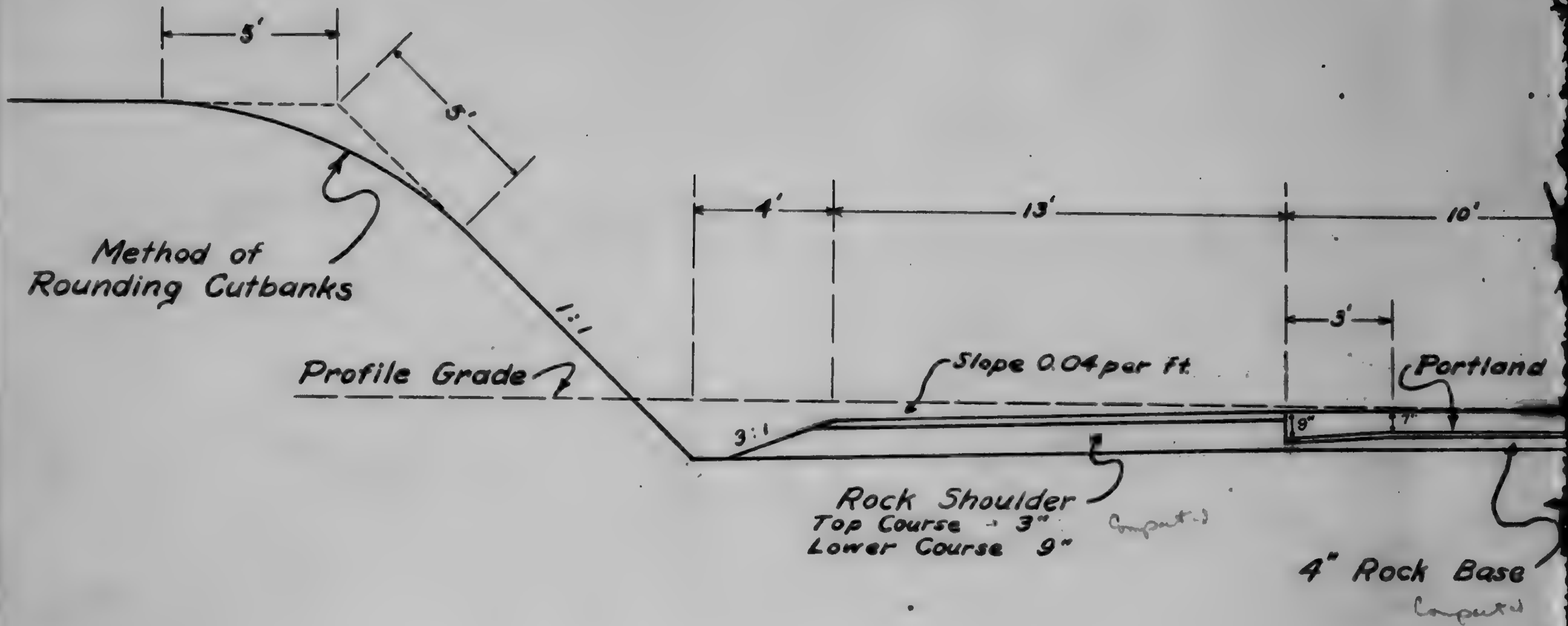
Price Agreement #1.

Item	Unit.	Unit 1	Unit 2	Unit 3	Allowanse	Total
1-6" Concrete Porous Drain Tile	Lin.Ft.		3900	150	450	4500
2-Trench Excavation	Cu.Yd.		580	50	70	700
3-Rock Backfill	Cu.Yd.		420	30	50	500

Price Agreement #2.

Item	Unit.	Unit 1	Unit 2	Unit 3	Allowanse	Total
1-12" Perforated Corr. Iron Pipe	Lin.Ft.		370			370

	Orig Grant		Original Project 118+50 to 125+10 125+70 162+00 262+00 to 289+10 290+80 to 359+80 452+00 to 473+50 477+50 to 491+04	[illegible] 125+10 to 125+70 289+10 to 290+30 473+50 to 477+50 491+04 to 496+00
Cl & Grub	All	All	all	all
Trench Exc	80	80	50	30
Comm. "	42,400	49,000	~~37,600~~ 43500	~~4900~~ 5,500
S.R. "	6,000	6000	5700	300
Truck Haul	17000	19,000	~~17,000~~ 14000	—
Finishing Roadbed & Slopes	3.46	3.46	3.26	0.20
Rounding Cut banks	3,000	3000	1500	1500
12" Concrete Pipe	250	250	230	20
12" Corr. Iron Pipe	10	10	10	—
18" " " "	140	140	80	60
36" " " "	40	40	—	40
Sub. Culverts	60	60	60	—
Stone Filled Drains	110	—	~~100~~ 0	~~10~~
Rock Base	5000	7200	~~4730~~ 6800	~~270~~ 400
Lower Course Shoulder	5700	19800	~~5370~~ 18600	~~330~~ 1200
Top " "	2500	~~5000~~ 5,500	~~2370~~ 5200 ~~4740~~	~~130~~ 300 ~~260~~
Rock Footpaths	1100	1100	1050	50
Sand Cushion	1300	1300	1240	60
Filler	1500	1500	1420	80
Hauling Filler	3000	3000	2840	160
Port. Cement Conc. Pavement	41,000	41,000	38,600	2400
Exp. Joints	4200	4,200	3,960	240
Contr. "	21,000	21,000	19,800	1,200
Dowels	21,000	21,000	19,800	1,200
Tie Bars & Reinf.	17,000	17000	16,000	1,000
			3.257	0.207



OREGON STATE HIGHW

TYPICAL SEC

AS REVISED JUNE 19

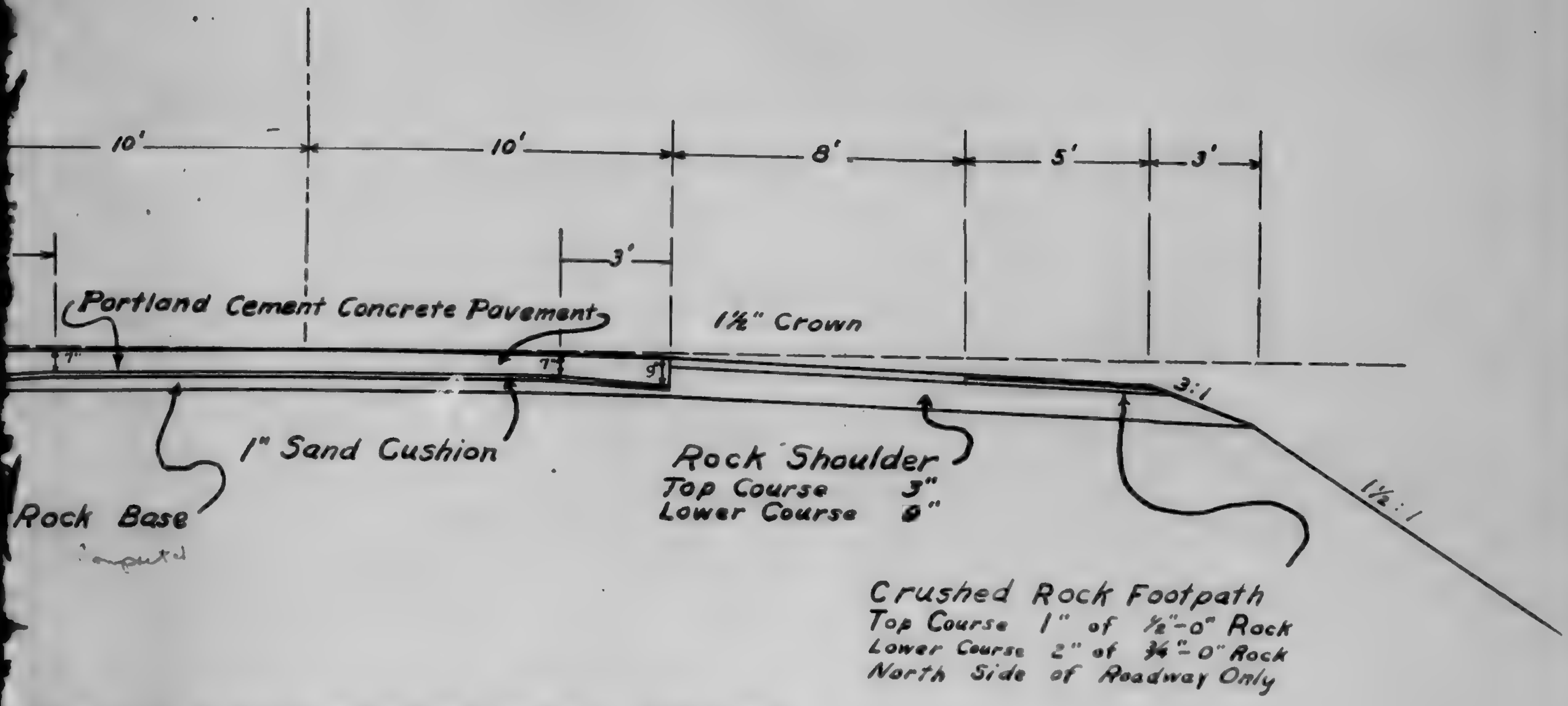
COLUMBIA COUNTY LINE-P

COLUMBIA RIVER

MULTNOMAH COUN

FEDERAL AID PROJE

SCALE 1" = 5



HIGHWAY DEPARTMENT
CAL SECTION
EVISED JUNE 1936
LINE-PORTLAND SECTION
A RIVER HIGHWAY
TNOMAH COUNTY
D PROJECT NO. 171-A
ALE 1"=5'

FORM S-A-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 13 19[illegible]
FOR FILING

171-2

XXXXXXXXXXXXXXXXXXXX
Portland, Oregon
November 9, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

In response to your letter of November 5th, asking for a revised cross-section sheet and estimate for the Columbia County Line-Portland Paving Project, I am inclosing herewith a typical cross-section as revised June 1936, which section was followed during construction. I am also inclosing a revised estimate as prepared by Franklin.

The revision of the typical cross-section entailed increased excavation, elimination of shoulder drains, and increased shoulder material. It was also necessary to materially increase drainage on this job, due to the wet conditions encountered.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM S-A-1 SM 6-36
Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

In reply please refer to file no.

Portland, Oregon
November 9, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Your letter of November 4th received, with copy of letter from Eva L. Tice complaining about damage to her flower stand on the Columbia River Highway near Scappoose. I have inspected the flower stand and find that it was damaged by one of George Arenz's trucks and that he has placed the stand back on the foundation and has patched up the shingles and he is willing to do some additional repair or patching if that will satisfy the owner. In looking at this with Arens, I suggested that new full size shingles be used to repair instead of the smaller patching shingles; also that the use of a mop board around the inside of the stand and of the corner trim outside would cover any scars and would improve the appearance of the stand and Arens appeared willing to buy this small amount of material and provide a carpenter for a day or so.

I understand from Franklin that Mrs. Tice had her carpenter figure up work to be done on the building amounting to $150.00. I have not had any itemized statement of what she wants done. Bentley seemed to think the State had fulfilled their obligations and that the additional height of the bank, if any, developed because a cut was made further back than was originally planned.

I have asked Franklin to see if he could get a statement from Mrs. Tice of what her carpenter planned to do to this stand.

Please advise the right of way department that Arens is willing to make the additional repairs to this stand made necessary by his truck and that, in my opinion, this would not exceed $20.00, and that Mrs. Tice is not going to be satisfied with these repairs. It would appear to me that the State has fixed up a fine gravel approach to her stand.

If I can be of further service, please advise.

Very truly yours,

R. A. COLLIER
DIVISION ENGINEER

RAC:DP
CC R. H. Baldock

Form 2-A-1 ... 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

7

OREGON STATE HIGHWAY COMMISSION

SALEM

171-a

November 4th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

Attached is a letter from Eva L. Tice, addressed to the State Highway Commission and George Arenz.

It is my understanding that this stand was moved by the right of way department and that one of George Arenz's trucks has damaged it to a considerable amount. Will you kindly discuss this with Mr. Arenz and endeavor to learn what Mr. Arenz's action will be.

It would appear that there may be two separate complaints, one concerning the original location of the building and the character of the moving, and the second concerning the damage done to it by Arenz's truck.

I think it would be more satisfactory for you to discuss this with Mr. Bentley on the ground and furnish a report as to whether there are any further obligations by the right of way department, and whether we should insist that Arenz do anything further, as I do not see that the State Highway Department can assume any responsibility for the damage to the building caused by Arenz's truck. That appears to me to be an ordinary accident for which he is liable to the property owner.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Ad

Insurance Program

Portland, Oregon
October 16, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. W. De Souza

Dear Sir:

Your letter of October 13th at hand, concerning A. F. Tice of Scappoose, Oregon.

I noticed that Contractor Arens had moved the fruit stand back onto its base, but I understand the repair work is not complete. Have asked Engineer Franklin to see Mr. Tice with the contractor or his superintendent at their early convenience and make report.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC L. W. Franklin

R. H. Baldock

NOTED
State Highway Engineer

1000 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

Adm
Insurance
Pro Law-

October 13, 1936

Mr. E. A. Collier
Division Engineer
Oregon State Highway Dept.
7729 S. E. 13th Avenue
Portland, Oregon

Dear Sir:

Reference is made to your letter of the second instant, which stated that damages to a stand owned by A. F. Tice of Scappoose, Oregon, located on the Columbia County Line-Linnton Section of the Lower Columbia River Highway were caused by a truck owned by the contractors on the project. This letter further stated that Mr. George Arens had promised to see Mr. Tice relative to the matter.

We are in receipt of a letter from Mrs. Tice under date of October 6th, which would appear to indicate that no action has been taken by the contractors toward making any contact to adjust the matter.

May we suggest that if Mr. Arens has not done anything he be requested to give the matter his early attention? Our interest in the situation is that Mr. Arens' failure to adjust the matter is introducing difficulties into our right of way settlement.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. J. N. Bishop

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. YOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer

J. M. DEVERS
Attorney

OREGON STATE HIGHWAY COMMISSION
SALEM

Adm
Insurance
Pro Dam-

October 6, 1936

Mrs. Eva L. Tice
Scappoose, Oregon

Dear Madam:

Reference is made to our previous correspondence relative to damages to fruit stand on your property on the Columbia County Line-Linnton Section of the Lower Columbia River Highway.

We are in receipt of a communication from Mr. E. A. Collier, Division Engineer, which reads in part as follows:

> "The truck involved in this accident was one of the contractors gravel trucks and not a piece of state highway equipment as Mr. Tice has evidently assumed.
>
> "Our engineer Mr. Franklin has discussed this matter with Mr. Geo. Arens who has promised to see Mr. Tice."

It is apparent from this that if there is any responsibility for a settlement with you such responsibility is on the part of the contractor on the project and is not an obligation of the State Highway Commission.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. E. A. Collier
Mr. J. W. Bishop

NOTED
Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
~~PORTLAND, OREGON~~
PORTLAND, OREGON

Oct. 2, 1936

Adm
Insurance
Pro. Dam—

1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention J. W. DeSouza

Dear Sir:-

Your letter of Oct. 1, 1936 received regarding damage to a fruit stand owned by A. F. Tice of Scappoose, Oregon and located on the Columbia County Line-Linnton Section of the Lower Columbia River Highway.

The truck involved in this accident was one of the contractors gravel trucks and not a piece of state highway equipment as Mr. Tice has evidently assumed.

Our engineer Mr. Franklin has discussed this matter with Mr. Geo. Evans who has promised to see Mr. Tice.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By Wilbur M. Darby
Office Engineer

WMD/
cc Mr. R. H. Baldock
Mr. J. W. Bishop

NOTED
Highway Engineer

OREGON STATE HIGHWAY COMMISSION
SALEM

[illegible]

[illegible]

Dear Sir:

[illegible]

[illegible]

[illegible]

Yours very truly,

[illegible]

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

Advise
Insurance
Pro. Dam

October 1, 1936

Mr. E. A. Collier
Division Engineer
7729 Southeast 18th Ave.
Portland, Oregon

Dear Sir:

We are advised that on or about the morning of September 23rd a piece of state highway equipment struck a fruit stand located on the property of A. F. Tice and Eva L. Tice, Scappoose, Oregon, which stand is at about Station 432 on the Columbia County Line-Linnton Section of the Columbia River Highway in Columbia County, and threw the stand from its foundations, apparently seriously damaging the same.

We have no records of having received any reports covering this matter and would be pleased to have you make such investigation as may be indicated and advise us of the circumstances.

Your early attention to the matter would be very greatly appreciated as we have received a serious complaint from the owners of the building.

Yours very truly,

J. M. DEVERS

By

J. V. DeSOUZA
Assistant Attorney

JVD:AW
cc Mr. R. H. Baldock
Mr. J. B. Bishop

NOTED
[illegible]

RECEIVED
NOV 4 1936
FOR FILING

171-a

November 2, 1936

Theodore Arens and
Oregon Contracting Company
10606 N. E. Sandy Boulevard
Portland, Oregon

Gentlemen:

Please note the attached copy of a letter from R. C. Bonser of Scappoose. I know that you intend to fix up all the damage and would suggest that you make arrangements to do so as soon as possible.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. R. C. Bonser

Scappoose Or.
Oct. 31, 1936.

Oregon State Highway Commission
Salem, Oregon

NOV 2 1936

Gentlemen:

The Arenz Bros. Co., in their construction operations on the Lower Columbia River Highway during the present season, did several small items of damage to my premises such as breaking a cast gate latch, rolling huge boulders into a field and smashing in several places a wire fence.

This occurred several months ago and although the foreman has been profuse in promises, no repairs have been made. Have you any control over such affair? Respectfully R. C. Ponser.

171-a

#1825
Mult. Co

RECEIVED
OCT 28 1936
FOR FILING

October 27, 1936

GLENS FALLS INDEMNITY COMPANY
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by James L. Child, 3525 N.E. 46th Avenue, Portland, in the amount of $188.00, against the Portland Gravel Company, for work on the Nehalem Boom undercrossing in Multnomah County, being State Highway Contract No. 1825.

Copy of this notice is herewith enclosed inasmuch as you are surety on the bond furnished by the Portland Gravel Company, contractors. Copy of the notice is also being sent to them.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Portland Gravel Company
89 S. E. Salmon Street
Portland, Ore.

Encl.

October 27, 1936

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of October 22, enclosing three copies of a notice of claim by James L. Child for $188.00 against the Portland Gravel Company, for work on the Nehalem Boom undercrossing in Multnomah County, State Highway Contract No. 1825.

Copies of this notice will be sent to the contractor and to the surety on his bond.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

October 22, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by James L. Child for $1[illegible]8.00 against the bond taken from Portland Gravel Company, principal, and Glens Falls Insurance Company, surety, for work on the Nehalem Boom Railway undercrossing in Multnomah County, which was forwarded to this office by George J. Perkins, Attorney, Board of Trade Building, Portland, and filed today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

[illegible]:FM
Encs. 3

TO THE SECRETARY OF STATE:
SALEM, OREGON:

NOTICE IS HEREBY GIVEN, that the undersigned, JAMES L. CHILD has a claim for labor in the sum of ONE HUNDRED EIGHTY EIGHT ($188.00) DOLLARS against the bond taken from PORTLAND GRAVEL COMPANY, GLENS FALLS INSURANCE CO., as surety, for the work of construction of bridge at Nehalem Boom Railway Under Crossing, Multnomah County, Oregon, pursuant to contract between the Oregon State Highway Commission and Portland Gravel Co. Said claim is for seven hundred fifty two (752) hours of labor performed by the claimant for the Portland Gravel Co., in the construction of said bridge, and arises from the following facts: The claimant was, by the Portland Gravel Company, required to perform intermediate labor, to wit, rough carpentering, using saw, hammer and other tools, in the construction of said brdige; the claimant commencing work about March 16th, 1936, and continued to work at said job as a rough carpenter until and including the 20th day of August, 1936, and was paid only fifty (50¢) cents per hour, whereas the contract between the State Highway Commission, and the said Portland Gravel Co., required the Portland Gravel Co., to pay seventy-five (75¢) cents per hour; each time check was delivered to claimant in payment of work, he protested to the Portland Gravel Co., and claimed that he was entitled to 75¢ per hour, and would present claim and insist upon being paid 75¢ per hour for said services. Claimant is informed that the pay rolls returned by the Portland Gravel Co., show that he worked only one hundred thirty (130) hours per month during said time, but during the month of June the claimant was required to work fifty (50) hours additional time, and during the month of May, 1936, the claimant was required to work twenty (20) hours additional time.

JAMES L. CHILD
ADDRESS OF CLAIMANT:
3525 North East 46th Avenue
Portland, Oregon.

Endorsed: File No. 2562
Filed October 22, 1936
EARL SNELL,
Secretary of State

171-a

RECEIVED
OCT 28 1936
FOR FILING

October 26, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Multnomah County Line-Linnton Section, F. A. Project No. 171-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FORM S-A-1 6M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

17

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

IN REPLY PLEASE
REFER TO FILE NO.

Portland, Oregon
October 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

~~Attention H. C. Smith~~

Dear Sir:

Under separate cover by express today I am sending you the following data for the Rocky Point Section on the Lower Columbia River Highway:

1. Platted Cross-sections
2. Two White Prints of Federal Aid Sheets
3. Haul Chart
4. Special Provisions and Engineer's Estimate
5. Quantity Computation Sheets for Excavation and Paving

We have planned to handle traffic along the south side of the project until the north half of the pavement and north shoulder can be built and the shoulder oiled. To provide this route along the south side it will be necessary in places to put surfacing rock on the shoulder and oil, and in places to construct temporary fill through the quarry, this fill to be removed and used in the south slope of the big fill east of the bunkers.

On the white prints we have shown right of way in black ink required to construct the project as planned. The extra width shown in the quarry could be secured as an easement only, but I suggest we acquire this with the rest of our right of way. The right of way detail with Porter Yett et al should cover removal of the old shack to the left of Station 390, the removal of the trestle and part of the bunkers and the removal of the old house to the left of Station 403+50. The Bridge Department is designing a tunnel for Station 397+60.

In green pencil is shown the route of the detour along the south side of the job. I have provided for cable guard fence along the north side of the high fill east of the bunkers.

We have provided for salvaging part of the culvert pipe on the job, but have not planned to use any considerable amount of this salvaged pipe in the present job for the reason that condition of some of it is not good enough to be placed again under the main highway, and for the further reason that some of it would not be released from its present use until after the additional lengths at other locations would have to be placed. The type of culvert pipe to be used at the various locations has been indicated, but this is, of course, subject to such change as you find necessary. The pipe at station 388+67 should be extra strength.

I am also enclosing a separate roll of cross-sections of stations 394+50 to 399, which shows a little clearer the necessity for securing a 75 foot width for temporary detour through the quarry floor, and I thought these might be useful to you in talking to Mr. Yett.

We have planned to specify crushed rock for the reason that it will be much better material for the purpose intended, and there are suitable deposits in that vicinity from which the material can be made. The use of river-run gravel or coarse bank-run rock has not proved satisfactory. It is quite certain that the crushed rock will cost somewhat more money, but I believe cost is justified.

Very truly yours,

R. A. COLLIER
DIVISION ENGINEER

RAC:FPT
CC S. M. Probert

SPECIAL PROVISIONS

Rocky Point - Grading and Paving

TIME AND PLACE OF RECEIVING BIDS

- - - - -

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract, if awarded, consists of construction of 1.05 miles of twenty foot Portland cement concrete pavement on the Rocky Point Section of the Columbia River Highway in Multnomah County and the performance of certain grading work that is incidental thereto.

The west end of the project is at Station 415, which Station is 1.5 miles east of the Columbia County Line and is 17.2 miles west of Portland. The east end of the project is at Station 359+50, which Station is approximately 16 miles west of Portland.

CLASS OF PROJECT

Regular Federal Aid Project.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than October 31, 1937.

CLEARING AND GRUBBING

Standard Specifications to Apply:

Same as Columbia County Line-Portland.

Area to Be Cleared and Grubbed:

Same as Columbia County Line-Portland.

Special Items of Work:

As a part of the work to be done for the lump sum price bid for clearing and for "Clearing and Grubbing", the contractor shall remove and dispose of four temporary wooden box culverts extensions shown on the plan. He shall also clean up the old shack to the left of Station 389+85 and the old house to the left of Station 403+50. He shall also remove and dispose of the poles and wire netting used for the protection of the railroad when blasting operations were carried on in the old quarry. He shall also remove and dispose of the trestle and such parts of the bunkers as are on the right of way at the old quarry. He shall also break up the concrete bridge on the present road just east of the bunkers and shall remove all concrete and steel onto the area to be covered by the toe of the new fill. A considerable portion of the material in this bridge will not need to be moved after it has been shot or broken down to a suitable sized material over which to construct this new fill.

Also the contractor shall take up and replace the ½" water pipe now crossing the highway at about Station 406.

SCHEDULE OF OPERATIONS

Grading, paving and oiling operations on this job shall be carried on throughout the full-length of this job in such a manner that highway traffic at all times shall be on a two way road, surfaced not less than 16 feet wide with either the existing black pavement, new concrete pavement, or oiled mat surface.

None of the existing pavement shall be torn up until such adequate roadway has been provided. The schedule of operations necessary to secure this result will be as follows:

The contractor shall first perform all grading work which can be done without tearing up the existing pavement. Secondly, he shall prepare a grade not less than 19 feet wide throughout the length of the job on the south of the left hand side. Part of this grade shall consist of the old pavement and existing shoulder of the old concrete bridge and part shall be new grade through the quarry. After this roadway has been completed and surfaced with rock, as hereinafter specified, it shall be oiled and traffic routed over it. Thereafter, the contractor shall proceed to complete the new grade for at least sufficient width to construct the north half of the concrete pavement & the north shoulder, and after the concrete pavement has cured a sufficient length of time, he shall oil this shoulder and open this two-way roadway to traffic.

The contractor shall then break up the old concrete bridge, remove the excavation temporarily used under the detour in the quarry and complete the grading throughout the second strip of pavement and the second shoulder.

Under no circumstances shall traffic at any time be routed over a surface of lower standard than oil mat surface and the contractor's attention is specifically directed to the necessity of maintaining a safe and adequate two-way surfaced road throughout the length of the project at all times. The contractor will be permitted to stop traffic entirely for such short periods, not exceeding 15 minutes, as may be necessary on account of blasting operations.

GRADING WORK

Same as Columbia County Line-Portland. Standard specifications to apply.

Classification:

Same as Columbia County Line-Portland.

Removal of Pavement:

Same as Columbia County Line-Portland.

Placing of Excavated Materials as Foundation Course:

Same as Columbia County Line-Portland.

Compaction of Embankments:

Same as Columbia County Line-Portland.

Truck Haul To Be Allowed on All Materials Hauled More than 500 Feet

Temporary Drains:

Same as Columbia County Line-Portland.

Finishing Work to Be Paid for on Per Mile Basis:

Same as Columbia County Line-Portland.

Second Handling of Certain Materials to Be Paid For:

Between Station 393 and 401, it is planned to place some embankment in a temporary location to serve on the detour until the first strip of concrete pavement is finished. After traffic is routed over the first strip of new pavement, the contractor shall rehandle this material, placed in a temporary position and shall be paid at the price bid for common excavation.

It is anticipated that considerable crushed rock or gravel will be encountered under the pavement to be removed and should the contractor be directed by the Engineer to stockpile this material and later place it on the sub-grade for topping the contractor shall be paid for this second moving of the material at his bid price for common excavation. For the second handling of crushed rock placed in temporary location on detour or elsewhere and ordered by the Engineer to be removed and used as rock base for shoulder or approach road, the contractor shall be paid at his bid price for common excavation. Should the contractor find it necessary or convenient to move any other material on this job more than once, he shall not receive extra compensation therefore.

Measurement and Payment:

Same as Columbia County Line-Portland.

ROUNDING OF TOPS OF CUTBANKS

Same as Columbia County Line-Portland.

CULVERT PIPE

Specifications:

Same as Columbia County Line-Portland.

Size and Type of Pipe:

Same as Columbia County Line-Portland.

Asphalt Coating for Corrugated Iron Pipe:

Same as Columbia County Line-Portland, and in addition all corrugated iron culvert pipe over 18 inches in diameter shall have a paved invert, and the culvert pipe to be installed in the fill at Station 388+67 shall be extra strength.

Width of Trench:

Same as Columbia County Line-Portland.

Bedding:

Same as Columbia County Line-Portland.

Backfilling and Placing Embankment to Level of top of Pipe:

Same as Columbia County Line-Portland.

Measurement and Payment:

Same as Columbia County Line-Portland.

SALVAGING AND REINSTALLING OF CULVERT PIPE

Same as Columbia County Line-Portland.

ROCK BASE

Work to Be Done:

Under this specification the contractor shall construct a rock base to serve as a foundation course for the new pavement and shoulders and for all approach roads and detour roads.

Cross-section:

Same.

Standard Specifications to Apply:

The rock base shall be constructed and paid for in accordance with standard specifications for rock surfacing given in Section 10 of Standard Specification Form, except as that specification is supplemented and modified by the provisions which follow:

Materials

The materials to be used in the construction of the rock base shall be hard and durable crushed rock, uniformly graded from dust to a maximum size of three inches. All the material shall pass a screen having three inch square mesh openings and at least 30% of the material shall be retained on a screen having one and one-half inch square openings and not more than 40%, or less than 20% of the material, shall pass through a screen having one-quarter inch square openings. The abrasion loss shall not exceed 5%.

Subgrade to Be Compacted:

Same as Columbia County Line-Portland.

Base Materials to Be Sprinkled and Rolled:

Same as Columbia County Line-Portland.

Voids to Be Filled:

In case the grading of the crushed rock used in the base construction is not such that after compaction all voids of material size are filled, the contractor shall add such filler materials or sand cushion materials as the Engineer may order and, in no case, shall more than 40% of the materials used in the base course be material that shall pass a screen having one-quarter inch screen openings.

Measurement and Payment:

Payment for the construction of the road base will be made at the price bid per cubic yard. The price should be understood to include the preparing of the subgrade, the furnishing, hauling, placing, shaping, sprinkling and compacting of the materials and the performance of all other work involved in the construction of the base, as specified. Measurement of the base materials will be made in the trucks in which the materials are hauled, the measurement to be made at the point of deposit.

Quantities of filler materials or sand cushion materials added to the fill the voids will be paid at the contractor's price for those respective items.

PORTLAND CEMENT CONCRETE PAVEMENT

Standard Specifications to Apply:

Same as Columbia County Line-Portland.

Width of Pavement:
Same " " " ".

Fine Aggregate:
Same " " " ".

Preparation of Subgrade:
Same " " " ".

Sand Cushion:

Same " " " ".

Side Forms:
Same " " " ".

Expansion Joints:
Same " " " ".

Contraction and Longitudinal Joints:
Same " " " ".

Pouring of Joints:

Same as Columbia County Line-Portland.

Dowel Bars:

Same.

Delayed Finish Required:

Same.

Finishing Machine:

The concrete shall be finished with a machine meeting the requirements under Section 25 and in addition the machine shall be equipped with rubber faced wheels, so that the use of the machine on the paving of the second strip will not result in any spalling along the edge of the first strip of concrete placed.

Construction of Pavement in Strips:

Same.

Surface Smoothness:

Same.

Measurement and Payment:

Same.

JOINT FILLER MATERIAL

Same.

SAND CUSHION

Same.

ROCK SURFACING

Work to Be Done:

Under this specification the contractor shall construct rock surfacing on the shoulders along each edge of the new pavement and on detour roads and on approach driveways specified.

Cross-Section:

The rock surfacing for shoulders shall be of the width indicated on the plans and shall be a compacted thickness of 3 inches. The rock surfacing on detour and approach roads shall be of such width and thickness as the Engineer may order.

Materials:

The rock surfacing shall be constructed of hard and durable crushed rock, all of which will pass a screen having three-quarters of an inch square openings. It shall be well and uniformly graded from dust to the three-quarters inch size. It shall contain not less than twenty percent or more than forty per cent of sand or other material that will pass a screen having one-quarter inch square openings.

Preparation of Rock Base for Surfacing:

Preparatory to the placing of the rock surfacing materials, the areas to be occupied shall be shaped to grade and cross-section and shall be thoroughly compacted by rolling with a ten ton roller.

Details of Construction:

After having been deposited on the prepared base in the necessary quantities the materials for the rock surfacing shall be spread to proper thickness and crown. Such quantities of filler materials of the kind specified in Section 12 of the Standard Specification as may be found necessary to properly fill the rock shall be spread uniformly upon and thoroughly mixed with the rock, by blading or other satisfactory means. The surfacing shall then be shaped to proper crown and thickness, after which it shall be thoroughly compacted by rolling with a ten ton roller, such sprinkling, blading and adding of materials being done while the roller is in progress as may be necessary to produce a smooth and thoroughly compacted course.

Measurement and Payment:

For each cubic yard of crushed rock used in the rock surfacing, payment will be made at the price bid for that item. The quantities to be paid for shall be determined by measurement of the materials in the hauling vehicles at the points at which they are deposited. Payment for the surfacing materials on the basis above indicated, shall be understood to comprise full and complete payment for the construction of the surfacing on the shoulders, detour road and approach road, including the furnishing, hauling and placing of the materials, the preparing of the subgrade, and spreading, sprinkling and rolling work, but not including the furnishing and hauling of the filler materials.

For the furnishing and hauling of filler materials, payment will be made at the price bid for filler and hauling filler, the basis of measurement and payment to be as stated in the standard specifications for "Filler"

ROCK FOOTPATH

No footpath is required because north shoulder will be oiled the full width.

FILLER

Such filler materials as are required in connection with the construction of the rock base and rock surfacing for pavement, shoulders, detour roads and approach roads shall be furnished and paid for in accordance with the standard specification for "Filler" as given in Section 12 of the Standard Specification Form.

The filler shall be, in all cases, spread on the base and surfacing by hand and truck dump of filler on base or surfacing will not be permitted. (Dumping of filler on base or top from truck and spreading with blade is not satisfactory, but is cheaper for the contractor and will be persisted in by him unless specifically forbidden.)

CONNECTION WITH EXISTING PAVEMENT

Work To Be Done:

Under this specification the contractor shall furnish and place such such asphaltic concrete as is needed to make suitable connection with and run off of super on the existing pavement west of Station 415.

Lines, Grades and Cross-Sections:

Same as Rex Hill Section.

Asphaltic Concrete

Same as Rex Hill

Measurement and Payment

The basis of measurement and payment for the furnishing and placing of asphaltic concrete shall be as specified in the standard specification, the pay items to be as follows:

1. Class "B" asphaltic concrete
2. Surface Finish Coat

OIL MAT SURFACE TREATMENT

Work To Be Done

Under this specification the contractor shall apply an oil mat surface treatment on the detour along the south side of the project and on the shoulder along the north side of the pavement. The width along the south side shall in general be eighteen (18) feet, except where part of the width consists of the existing black pavement. The width along the north side shall be twelve (12) feet throughout the length of the job.

Standard Specifications to Apply:

Same as Balm Grove-Forest Grove Section oiling.

Table of Details:

Number of courses- One.
Kind of bituminous cement- - - - - - - - - - - - - - - - Tar.

Order and Rates of Spreading:

Spread tar - - - - - - - - - - - - - - - - - -0.3 gal. per sq. yd.
Spread ½" - ¼" aggregate - - - - - - - - -0.01 cu. yd. per sq. yd.

Bituminous Cement:

Bituminous Cement shall be a tar meeting the requirements of A. A. S. H. O. standard specification M-25.

Aggregates to Be Furnished by Contractor:

Same as Balm Grove - Forest Grove Section.

Kind and Quality of Aggregates:

The aggregates to be furnished under this contract shall be clean crushed rock or gravel, manufactured from hard, durable and otherwise suitable rock or gravel which, when subjected to the standard abrasion test, shows a loss not exceeding six (6) percent.

If crushed gravel is used it shall be manufactured from a gravel all of which will be retained on a one (1) inch square screen.

Grading and Cleanness:

Same as Balm-Grove-Forest Grove Section.

Size of Aggregates:

The aggregates to be furnished shall all pass a one-half (½) inch square screen and at least ninety (90) percent shall be retained on a one-quarter (¼) inch square screen.

Measurement and Payment:

The pay items for the applying of the oil mat surface treatment are to be as follows:

1. Tar in place.
2. Mineral aggregates in place.

MISCELLANEOUS PROVISIONS

Signs To Be of Standard Design:

Same as Columbia County Line.

Truck Loads To Be Leveled:

Same

Sampling and Testing of Cement:

Same

Provisions for Traffic:

First five paragraphs same as Columbia County Line-Portland.

Traffic shall in no case be routed over any sections which are not surfaced with either pavement or oil, and after detours or shoulders are oiled the contractor shall maintain them in a smooth condition by hand patching.

Provisions for Traffic Continued:

All expenses involved in providing for traffic as above specified shall be born by contractor, except that he shall be paid at his bid price for the oil and mineral aggregate used by him for constructing and maintaining the oil mat on the shoulders and detours.

CABLE GUARD FENCE

Same as Vancouver Avenue Extention.

ENGINEER'S ESTIMATE

ROCKY POINT SECTION
1.05 Miles Grading and Concrete Paving 20 Feet Wide
With Shoulders 13 Feet Wide.
October 23, 1936
***

Item	Unit	Quantity	Allowance	Total	Price	Cost
1 Clearing & Grubbing	All					$ 4,000.00
2 Trench Excavation	Cu. Yd.	300	30	330	$2.00	660.00
3 Common Excavation	Cu. Yd.	20,825	2,175	23,000	.30	6,900.00
4 Solid Rock Excavation	Cu. Yd.	27,583	3,417	31,000	1.10	34,100.00
5Truck Haul	C.Y.M.	15,688	1,612	17,300	.20	3,460.00
6 Finishing Rd.Bed & Slopes	M.	1.05		1.05	200.00	210.00
7 Rounding Cut Banks	Lin.Ft.	1000		1000	.10	100.00
8 12" Concrete Pipe	Lin.Ft.	57	3	60	1.50	90.00
9 12" Corrugated Iron Pipe	Lin.Ft.	110	10	120	1.50	180.00
10 15" Concrete Pipe	Lin.Ft.	51	9	60	2.00	120.00
11 18" Concrete Pipe	Lin.Ft.	189	21	210	2.50	525.00
12 18" Corrugated Iron Pipe	Lin.Ft.	62	8	70	2.50	175.00
13 24" Corrugated Iron"ExtraStr.	" "	144	6	150	3.50	525.00
14 36" Concrete Pipe	" "	100	10	110	5.50	605.00
15 Salvage Culvert Pipe12"-24"	" "	342	8	350	.50	175.00
16 8" Perf. C.I. Pipe	" "	75	5	80	1.00	80.00
17 Rock Back Fill	Cu.Yds.	15	5	20	1.50	30.00
18 Crushed Rock Base	Cu.Yds.	8,125	875	9,000	1.50	13,500.00
19 Crushed Rock Surfacing	" "	2,430	270	2,700	2.00	5,400.00
20 Filler	" "	528	72	600	.50	300.00
21 Filler Haul	Yd.Mi.	528	72	600	.20	120.00
22 Sand Cushion	Cu.Yds.	345	55	400	1.50	600.00
23 Concrete Pavement	Sq.Yds.	12,335	65	12,400	1.75	21,700.00
24 Expansion Joints	Lin.Ft.	1,240	60	1,300	.20	260.00
25 Contraction Joints	Lin.Ft.	6,160	40	6,200	.04	248.00
26 Dowels	Each	6,148	52	6,200	.20	1,240.00
27 Tie Bars and Reinforcements	lbs.	4,718	282	5,000	.05	250.00
28 Asphaltic Concrete	Tons	7.5	2.5	10	.15	150.00
29 Tar in place on Detour	Tons	17	3	20	35.00	700.00
30 Mineral Aggregate on Detour	Cu. Yds.	100	10	110	4.00	440.00
		Total				$96,843.00
		10% Engineering and Contingencies				9,657.00
		Grand Total				$106,500.00

Additional Items: Concrete and steel for quarry tunnel being designed by Bridge Department.

Item	Unit	Quantity	Allowance	Total	Price	Cost
31 Cable Guard Fence	Lin.Ft.	630	---	630	1.00	630.00

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

171-a

RECEIVED
OCT 27 1936
FOR FILING

October 24, 1936.

Mr. A. J. Witchel
Spokane, Portland & Seattle Rly. Co.
Portland, Oregon.

Dear Sir:

While at the Nehalem Boom Undercrossing yesterday, I noticed a considerable amount of water coming through the deck of the structure after the passage of one of your log trains. I talked to the train crew, and they told me that it is your practice to sprinkle all structures as the trains pass.

While I appreciate the fire hazard that exists on timber structures, I would ask that you make some arrangements so that you do not sprinkle the portion of the structure directly over the highway as this water is not only objectionable to highway travel but also is a source of hazard.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:P

CC R. H. Baldock
J. N. Bishop

S-A-1 AM 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~Portland, Oregon~~ SALEM

171-a

October 21, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention H. M. Finkbiner

Dear Sir:

Contractor Arens is quite anxious to start paving the second strip at station #603 as soon as possible. The fourteen day test was 2490 pounds as you phoned me today.

Please break the twenty-one day #13 cylinder on Saturday, October 24th and advise me by phone if the strength is 3000 pounds or more. If less than 3000 pounds you may advise me by letter. Should we secure the desired strength on the cylinder on the 24th, the contractor could start paving on this place on Monday, October 26th.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:EPT
CC R. H. Baldock

NOTED
State Highway Engineer

FORM 2-A-1 6M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

X

171-a

October 17th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. G. S. Paxson
Acting Bridge Engineer
Office

Dear Sir:

In reply to your letter of October 14th, regarding complaint of James L. Child who was employed by the Portland Gravel Co. during construction of the Nehalem Boom Undercrossing, Contract #1825.

I have investigated this complaint and submit the following report:

The engineer on this job states this man is not entitled to receive 75 cents per hour for his work on this job, that he was a trouble maker, that because of his light build he was used mostly to clean out forms before concrete pouring, that he did do nailing and sawing but that the contractor furnished him all of his tools, that he was discharged for being drunk and later put back to work through sympathy and that things would have been better had he not been on this job at all. Also that the work performed by this man with tools furnished by the contractor was of a common labor classification only.

From the office of the National Reemployment Service in Portland where this man is registered, I obtained from their files the following:

Registered in 1933, age then 27 years, relief case.

1st job recorded is that of butcher, worked for White Market, left this job in 1928.

2nd job recorded is as a butcher for State Steamship Co., worked on this job until 1935.

Records there show he was discharged from a relief project because of inability to do common labor. He then was classified as a safety aid on relief projects and worked at this until receiving a job with the Portland Gravel Co. on Contract #1825. Mr. Johnson, who is manager of the N.R.S. for this district, was of the belief that from the filed records, this man was only entitled to 50 cents per hour for his work on this job. Further, a clerk in this office who is acquainted with this man thinks him entitled to only the rate of 50 cents per hour on this job. This man also carries a secondary classification of powderman but shows no experience in same on records.

From the information obtained, it is found that this man quit his first job as a butcher at the age of 22 which would indicate previous experience in this line, from which it is possible to surmise that he has had no practical experience as a carpenter at any time, other than that which he has just completed.

I am returning your file on this case, to which I have added the file of the resident engineer on this matter.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Labor Regulations Engineer

RW:AR

cc to: R. H. Baldock ✓
H. G. Smith

NOTED
State Highway Engineer

FORM 5-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

IN REPLY PLEASE
REFER TO FILE NO.

Portland, Oregon
October 16, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith Monthly Estimate for Contract No. 1852, Columbia County Line-Portland, Paving. You will also find attached hereto Price Agreement, covering cement adjustment.

As you know, Mr. Finkbiner raised the cement contained per cubic yard to 1.65 barrels instead of the specified 1.54 barrels, so that a cement adjustment is due in favor of the contractor.

Arenz asked if could not be permitted, at this time, an estimate on this extra cement, as it ran to quite a little money. I recommend this payment be made if it will not delay materially payment of regular monthly estimate.

With Final Estimate there will be submitted supporting data for the number of barrels. Attached to the Price Agreement is supporting data for the price, for use in the adjustment of $2.25 per barrel.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

Encl.

171-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT [illegible] 1936
FOR FILING

RECEIVED
SEP 11 1936

Sept. 10, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

With reference to estimate submitted with your letter of September 4, 1936, as a basis of the proposed modified project agreement reopening Oregon Federal Aid project 171-ep the Columbia County Line-Portland Section of the Columbia River Highway, will you please submit six copies of a new estimate segregating the work to be done in the extension from the work to be done on that portion where there has been previous construction under the Federal Aid project. The extension, understood in this sense, includes previous exceptions to the Federal Aid project, 125+10 to 125+70, 289+10 to 290+30, and 473+50 to 477+50, as well as the part 491+04 to 496+00 north of the previous terminus. This segregation is necessary for our reports.

When rewriting the estimate, will you also please round off totals to an even amount in conformity with Mr. MacDonald's memorandum of August 20, 1936, copies of which were forwarded you on August 29, 1936.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

FORM 5-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

×

171-a

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

Portland, Oregon
Sept. 10, 1936

RECEIVED
SEP 11 1936
STATE HIGHWAY COMMI

IN REPLY PLEASE REFER TO FILE NO.

Oregon Contracting Co. & Theodore Arens
10509 N. E. Sandy Boulevard
Portland, Oregon

Gentlemen:

The steel wheels on the concrete finishing machine on the Columbia County Line-Portland Paving Project caused some spalling when used on the edge of the first half width of pavement laid.

Mr. Finkbiner believes it would be advisable to equip this side of the finishing machine with rubber-tired wheels. He has seen this type of wheel on other projects and the spalling was entirely eliminated.

Please advise if you can arrange to make this slight change in your equipment or use some other means to eliminate the spalling.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith
W. M. Finkbiner

171-a

X

September 4, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Multnomah County Line-Linnton Section, F. A. Project No. 171-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 17B-A

MULTNOMAH COUNTY LINE-LINNTON SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, August 24, 1936

COMPLETED FEDERAL AID WORK

Final Cost of Roadwork- -	$ 571,228.75
Final Cost of Bridge- -	$ 8,478.40
Federal Aid Paid on Roadwork- - - - - - - - - - - - - - - - - - - -	$ 109,788.96
NRH Funds Paid on Roadwork- -	$ 139,009.05
NRM Funds Paid on Roadwork- -	$ 23,758.40
NRH Funds Paid on Bridge- -	$ 8,387.65
Length of Original Project- -	9.277 miles
Length of Revised Project (Incl. Extension) - - - - - - - - - - -	9.371 miles

NEW WORK

Portland Cement Concrete Pavement (Sta. 118+50 to 162+00) (Sta. 264+00 to 329+50) (Sta. 452+00 to 496+00)

All Required		Clearing and Grubbing		$ 1,200.00
80	cu. yds.	Trench Excavation	$ 2.50	200.00
42,400	cu. yds.	Common Excavation	0.28	11,872.00
6,000	cu. yds.	Solid Rock Excavation	1.20	7,200.00
17,000	yd. mi.	Truck Haul	0.20	3,400.00
3.46	miles	Finishing Roadbed and Slopes	200.00	692.00
3,000	lin. ft.	Rounding Cutbanks	0.10	300.00
250	lin. ft.	12" Concrete Pipe	1.20	300.00
10	lin. ft.	12" Corr. Iron Pipe	2.00	20.00
140	lin. ft.	18" Corr. Iron Pipe	2.20	308.00
40	lin. ft.	36" Corr. Iron Pipe	7.50	300.00
60	lin. ft.	Salvaging Culvert Pipe	2.50	150.00
110	cu. yds.	Stone Filled Drains	2.00	220.00
5,000	cu. yds.	Rock Base	0.90	4,500.00
5,700	cu. yds.	Lower Course of Shoulders	0.90	5,130.00
2,500	cu. yds.	Top Course of Shoulders	1.70	4,250.00
1,100	cu. yds.	Rock Footpaths	2.00	2,200.00
1,300	cu. yds.	Sand Cushion	0.70	910.00
1,500	cu. yds.	Filler	0.25	375.00
3,000	yd. mi.	Hauling Filler	0.25	750.00

41,000	sq. yds.	Portland Cement Concrete Pavement	$1.64	$ 67,240.00
4,200	lin. ft.	Expansion Joints	0.16	672.00
21,000	lin. ft.	Contraction Joints	0.03	630.00
21,000	only	Dowels	0.15	3,150.00
17,000	lbs.	Tie Bars and Reinforcement	0.045	765.00
			Subtotal	$ 116,734.00
			10% Engr. & Cont.	11,673.40
			Total	$ 128,407.40

Length 3.460 miles
Cost per mile $ 37,111.96

Federal Aid Funds Requested- -	$ 78,328.51 (61%)
State Funds- -	50,078.89
	$ 128,407.40

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1929
State Funds for Maint: Chap. 41, laws 1927

FORM 5-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

171-a

OREGON STATE HIGHWAY COMMISSION
SALEM

Sept. 3, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
7729 S. E. 13th. St.
Portland, Oregon

Re: Paving Project 26-1120

State Highway Engineer

Dear Sir:

Relative to your letter of Aug. 24 concerning the Columbia County Line- Portland paving project.

Although there were some erratically low cylinders at the beginning of the work, recent breaks have been much better. Part of the discrepancy in the breaks in individual sets was due to the fact that the cylinders were cast in sets of two instead of sets of four. The average to date is as follows: 7 day, 2529; 14 day, 3106; 21 day, 3152; 28 day 3407.

As you no doubt remember, the day I met you on the job, I requested that the mix be run considerably drier, and in subsequent visits to the job I have made the same request. Cylinders at the present time are breaking better, the 7 day broken today reaching 3140 pounds.

As I mentioned to you before, I believe it would be advisable to have the contractor equip the side of his finishing machine, which runs on the edge of a finished pavement strip, with rubber tired wheels. This will decrease to a minimum the chipping of the edges of the concrete so prevalent when steel wheels are used.

I believe that if the mix can be kept sufficiently dry, the 28 day compressive average will be over our minimum of 3300 pounds.

Yours very truly,

N. M. Finkbiner

N. M. Finkbiner
Engineer of Materials

√NMF:W
c.c. R. H. Baldock
c.c. H. G. Smith

1718

August 31, 1936

Mr. C. S. Paxson
Office

Dear Sir:

Several times I have asked both you and Smith to see me about the design for a tunnel at Rocky Point. We have put this thing off now about six months and, as a result, we won't have time for a condemnation suit. Please give this your immediate attention.

Very truly yours,

State Highway Engineer

RHB:HI

designing a ten by ten box for the tunnel beneath the roadway. When this design is complete, a copy will be sent you by the bridge department for checking.

In regard to the right of way, no settlement with Porter Yett has yet been made, but preliminary discussions contemplate the removal of the trestle by Porter Yett, and the settlement will depend somewhat on the cost of the tunnel. It is understood that the permit for the trestle has been cancelled.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. W. Libby
R

cc to: R. H. Baldock ✓
G. S. Paxson
H. W. Libby

5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

August 24th, 1938

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

In reply to your letter of August 21, 1938, regarding details of design for the Rocky Point Section of the Columbia River Highway, I will state that this section should be designed to conform as closely as possible to the design of the sections adjacent thereto.

Width of Roadbed

The Federal Aid plans for the Columbia Co. Line-Linnton project show a finished width at pavement grade of 46 feet, a 20-ft. pavement, 8-ft. gravel shoulders and 5-ft. earth berm. On one side the earth shoulder is converted into a surfaced sidewalk. Experience in construction of this section has shown the advisability of eliminating the trenched section and extending the gravel subbase across the full width of section. If this is done then probably the crushed rock shoulders should be 13 feet wide, there being no earth shoulder. A top width of 46 feet will require a subgrade width somewhat wider, probably 2 feet on the fill side of the road and 3 feet on the cut side to allow for slopes of 3:1 into the ditches. The Federal Aid plans show the point of the ditch at 29 feet from center, but it is understood that on construction this was narrowed as it was found that the original grading, rock walls etc. did not allow quite this width. Your tentative section shows the point of ditch as 27 feet from center which may coincide with the construction of the adjacent sections. In effect, then, the finished width at pavement grade should be 46 feet and ditch should conform to widths used on adjoining sections.

Pavement

Pavement shall be concrete and be 20 feet in width to conform with sections constructed previously. The bridge department is

#1862

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 26 1936
STATE HIGHWAY COMMISSION

August 25, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Smith's letter of July 16th requesting concurrence in extension of time on the Columbia County Line-Portland section, F.A.P. 171-A, until October 31, 1936.

No particulars are advanced as to the justification in accordance with your specifications for such an extension of time. Detailed information should be submitted justifying the necessary extension.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

AUG [illegible] 1936

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

X

171-a

Aug. 17, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Will you please furnish this office with a copy of the agreement which was prepared to cover the condition that developed on the Lower Columbia County Line-Portland Section of the Columbia River Highway over Decoration Day.

This item of expenditure is necessary in making up our estimate of cost on this job.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

NOTED
State Highway Engineer

FORM B-4A 5M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

OREGON STATE HIGHWAY COMMISSION

SALEM
~~Portland, Oregon~~
Aug. 13, 1936

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 14 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith Order for State Force to construct connections between ends of paved surface and newly constructed pavement on the Linnton job.

This work is to be done with penetration macadam patches placed by Section Gang under direction of Strohmayer and I have requested him to place the small amount required at each end of Unit 3 not later than August 20th, in order that they will be in suitable shape for traffic when this pavement is opened.

Very truly yours,

L. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED
State Highway Engineer

FORM 2-9-1 1M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
~~ROSEBURG, OREGON~~
Portland, Oregon
Aug. 13, 1936

171-a

AUG 14 1936
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

When we were figuring the money paid into the Highway Fund by the motorist per mile, we were off on our decimal point. Three mills times three thousand cars daily makes $9.00 per day per mile instead of $90.00. On this figure oiling Unit No. 2 at Linnton, which is a mile and eight-tenths in length, would not be justified unless the detour were in use over one hundred days.

I drove over the Linnton job with Strohmeyer yesterday and the detours were in fair shape and traffic was getting through all right. The contractor was sprinkling and had recently bladed the detours. In making plans for handling traffic on future projects the following principles should be considered:

(1.) The location should be made to avoid tearing up present surface, insofar as possible. Increased cost of such location would be justified and in general cost would be less where the new location does not involve tearing up present surface and handling traffic over temporary detours.

(2.) Types of surfacing, other things being equal, should be such as to make the time during which the detour must be used as short as possible. Asphaltic concrete, resurfacing and widening, in general, cause less interruption to traffic than concrete construction.

(3.) The contractor should be required to expedite construction so that the road will be torn up for as short a period as possible. Under this head we should specify that the contractor must employ three shifts on grading and expedite other items of construction. I am inclined to think that with proper lighting concrete pavement can be laid three shifts a day. The contractor should not be permitted to tear up pavement until settled weather and until other suitable route is provided.

Very truly yours,

EACollier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP

NOTED
State Highway Engineer

171-a

August 7, 1936

Mr. Maurice D. Sussman,
Attorney at Law,
Corbett Building,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of August 6th concerning the construction work which is now in progress on the lower Columbia River Highway north of Linnton.

We assume that you refer to our Contract No. 1852, which is known as the Columbia County Line-Portland Section of the Columbia River Highway in Multnomah County. This contract consists of 3.46 miles of paving.

The above contract was awarded to the Oregon Contracting Company and Theodore Arens on Aoril 16, 1936. The Oregon Contracting Company is a corporation consisting of Theodore Arens, President and C. R. Belden, Secretary. Theodore Arens is an individual.

The bond furnished by the above firm was written by the Great American Indemnity Company for whom the Harvey Wells Insurance Agency, who have offices in the Failing Bldg., Portland, are resident agents.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1852

MAURICE D. SUSSMAN
ATTORNEY AT LAW
CORBETT BUILDING
ATWATER 5107
PORTLAND, OREGON

RECEIVED
AUG 7 1936
OREGON
STATE HIGHWAY COMMISSION

August 6, 1936

State Highway Commission
Salem, Oregon.

Dear Sirs:

Will you please inform me of the name of the contractor who is improving the lower Columbia River Highway at a point about six miles northwest of Linnton and whether same is a corporation? I would also like to know the name of the surety company on the bond of said contractor.

Very truly yours,

Maurice D. Sussman

S/P

REFERRED TO
BY SECRETARY

please prepare answer

#1852

171-a

August 5, 1936

Mr. Henry Oelkers
Route 2, Box 84-D
Roseburg, Oregon

Dear Sir:

Receipt is acknowledged of your letter of August 4, concerning the contractor, whom you state is engaged in work near Scappoose.

You are advised that the contract, which is under the supervision of the State Highway Commission, and is located near Scappoose, is our contract No. 1852, which is known as the Columbia County Line-Portland Section of the Columbia River Highway in Multnomah County, consisting of 3.46 miles of paving.

The contractors engaged in this work are The Oregon Contracting Company and Theo. Arens, who have offices at 10509 N. E. Sandy Boulevard, Portland, Oregon.

The bond furnished in connection with this contract was written by the Great American Indemnity Company, for whom the Harvey Wells Insurance Agency, who have offices in the Failing Building, Portland, are resident agents.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

Agricultural
Insurance company
ORGANIZED 1853
WATERTOWN, N.Y.

EDWARD BROWN & SONS
Pacific Coast Insurance General Agents
SAN FRANCISCO, CALIFORNIA

ROBERT O. RALSTON
RESIDENT AGENT
SEASIDE, OREGON

RECEIVED
AUG 5 1936
OREGON

Seaside, Oregon Aug.4th 1936

Secy. of Highway Commission.

Salem Oregon.

Dear Sir.

Will you kindly let me know, who has bonded the Contractor, doing the work at or near Scappose, Oregon, as I have a claim against him. The damage to my truck, happened on 8.3.36. 1.P M. about half mile North of the start of the construction work, at that place, and I have a broken Wind-shield glass.

I have reported this loss, to several of the people, who I thought might have some connection in the matter, but so far , have had poor success. Hence this letter to you.

Henry Oelkers

Address.R.2.Box 84.D.
Roseburg.Oregon.

PAID SAN FRANCISCO LOSSES IN FULL WITHOUT ASSESSING ITS STOCKHOLDERS
ONE OF THE FEW AMERICAN COMPANIES ABLE TO DO SO.
ASSETS, $11,758,628.12

171-a

R H BALDOCK ✓ +

COST ANALYSIS TO JULY 25, 1936

Aug.3,1936

Lower Columbia River Highway - Columbia Co. Line - Portland Section
Grading and Paving Contract #1852, Prefix 26-1120

Oregon Contracting Co. & Theo. Arens, Contractors
L. W. Franklin, Resident Engineer.

	Cost	Quantity	Unit Cost	Unit Bid ~~Lump Sum~~	Gross Revenue
Clearing and Grubbing	$ 231.33	75%		Lump Sum	$ 900.00
Trench Excavation	261.95	155 c.y.	$1.69	$ 2.50	387.50
Common Excavation	4368.00	16,800 "	0.26	0.28	4,704.00
Solid Rock Excavation	358.80	1,380 "	0.26	1.20	1,650.00
Truck Haul	1442.20	6,500 Y.M.	0.225	0.20	1,300.00
Rounding Cut Banks	60.00	1,000 L.F.	0.06	0.10	100.00
12" Concrete Pipe	33.20	40 L.F.	0.83	1.20	48.00
12" Corr. Iron Pipe	7.40	6 L.F.	1.23	2.00	12.00
18" " " "	219.80	117 L.F.	1.88	2.20	257.40
36" " " "	175.65	36 L.F.	4.87	7.50	277.50
Rock Base	3468.00	5,100 C.Y.	0.68	0.90	4,590.00
Lower Course Shoulders	2040.00	3,000 C.Y.	0.68	0.90	2,700.00
P A #1 6" Porous Drain Tile	1028.15	3,970 L.F.	0.26	0.35	1,389.50
P A #1 Trench Excavation	1216.80	720 C.Y.	1.69	2.50	1,800.00
PA #1 Rock Backfill	870.85	674 C.Y.	1.29	1.50	1,011.00
Traffic Emergency Ext.Work Order	1707.35				1,707.35
	$17,489.48				$ 22,834.35

Gross Revenue	$22,834.35
Total Cost	$17,489.48
Net Profit	$ 5,344.87

" " Equals 23.4% of Gross Revenue

NOTED

DETAIL COST

LABOR

Supervision	$ 745.29
Labor	5,496.90
State Industrial Accident Insurance	405.74
Unemployment Insurance	62.42
	$6,710.35

MATERIAL

12" Concrete Pipe	40	L.F.	at	0.585	$ 23.40
12" Corr. Iron Pipe	6	"	"	0.826	4.96
12" " " Pipe Bands	1		"	1,045	1.05
18" " " Pipe	117	L.F.	"	1.045	122.27
18" " " " Bands	4		"	1.774	7.10
36" " " "	36	L.F.	"	3.653	131.51
36" " " " Bands	1		"	3.507	3.51
6" Porous Drain Tile	3970	L.F.	"	0.16	635.20
Pit					
Rock Base, Scappoose/Royalty	3260	C.Y.	"	0.03	97.80
Rock Backfill " " "	294	C.Y.	"	0.03	8.82
Rock Base, Portland S & G Co.	2937½	C.Y.	"	0.475	1,395.31
Rock Backfill " " " " "	109½	C.Y.	"	0.475	52.01
Rock Base, Bank Run, From Bank Sta. 130	1757	C.Y.		NC.	-
Rock Backfill " " " " 130	260	C.Y.		NC.	-
Rock Base, Rock Point Quarry	145	C.Y.		NC	-
Rock Backfill " " "	10½	c.y.		NC	-
					$2,482.94

EQUIPMENT, RENTAL, SUPPLIES & MISC.

Equipment Rental	$5,331.25
Gas, Oil & Grease	1,251.50
Supplies & Misc.	438.83
~~Freight & Cartage Move in & out~~ BOND	228.35
Part of Home Office Expense	456.70
FREIGHT AND CARTAGE	587.56
	$8,296.19

Cost Grand Total - - - -$17,489.13

REMARKS:

This contract was bid and awarded April 16, 1936. Work was started May 15, and to July 25 was about 20% complete. Rain, Mud, Heavy traffic and drainage problems have delayed progress. Considering all adverse conditions the contractors are making good progress.

The job consists of 3.46 miles of grading and paving in three separate units. Most of the grading work on these sections had been done by relief labor, previous to this contract. The grading work on this contract consists of removing old pavement where necessary, and then lowering or raising roadbed to new grade line. In order to least interfere with traffic, only one half width of roadbed is torn up at a time. When grading and base rock is completed ~~and~~ on one half width the traffic is routed thereon and the other half of roadbed is graded and rocked with base rock. With all the precaution, heavy rains during May and June caused serious traffic conditions.

The West Unit, Unit #3(Sta. 496 to Sta. 452, 4390 Lin.Ft.) has been graded and rocked and is ready for paving. About 30% of the grading work on Unit #2 (Sta. 264 to Sta. 359+50) has been completed.

Two 75 Diesel cats, two 12 yard Letourneau Scrapers, one bulldozer and a ripper have excavated most of the common and solid excavation, The old Bituminous pavement which is about 0.4 foot thick is ripped up with a large ripper pulled with a 75 cat and than is picked up and moved with a 12 yard scraper. Pavement removal is paid as solid excavation. A shovel and trucks were used in cuts to wet for cats to operate.

3260 C.Y. of rock was dug and hauled from the S.P.R.R. pit near Scappoose. This pit runs coarse with little fines and although the material was grizzled to remove oversize it was hard to handle on the road and to prepare fine grade for pavement. The contractor moved out of the pit and is buying Willamette River Gravel for Base Rock. 1757 Cu. Yds. of Bank run rock from cut at Sta. 123 to Sta. 130 was hauled for subgrade on the soft wet part of the grade.

Trench excavation was bid high but a large part of the excavation is in mud and quick sand which requires cribbing and the cost is high also.

This contract shows a nice profit and the profit will increase as work progresses. However the percentage of profit will probably decrease considerably.

E. H. Clymer

Cost Analyst

FORM 5-0-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

Aug. 6, 1936

171-a

RECEIVED
AUG 7 1936
OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Herewith forms requesting Authority for Additional Expenditure on the Columbia County Line-Portland Paving Contract No. 1852. The changes occurred before my transfer to this Division but I understand that it was necessary to change the cross section to avoid the old trenched subgrade design and that it was necessary to provide for drain tile along the south side of a considerable portion of the project in order to properly drain the subgrade and prevent saturation. Also a large amount of additional expense was incurred during the Memorial Day period taking care of traffic through the mud.

A total of additional and increased items required by above conditions amounts to $27,575.00 and the only off-setting saving to be made is $220 for stone filled drains not required. This request for increased authorization amounts to 21% of the original authorization.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

171-a

July 23, 1936

The United States Department of Labor
Washington, D. C.

Attention: Isadore Lubin, Commissioner of Labor Statistics

Gentlemen:

The project referred to in your letter of July 17th is called the Nehalem Boom Undercrossing Project. It is a Works Program Grade Separation Project, being handled by the State Highway Commission under the supervision of the United States Bureau of Public Roads.

The Bureau's number for the project is Oregon WPGH 171-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

U.S. DEPARTMENT OF LABOR
BUREAU OF LABOR STATISTICS
WASHINGTON

RECEIVED
JUL 23 1936
OREGON

July 17, 1936.

Oregon State Highway Department
Portland, Oregon.

Gentlemen:

We have received a report from the Portland Gravel Company purporting to cover Contract No. 1825, for the construction of a bridge 1.8 miles north of Linnton. However, we are unable to identify this contract.

Will you please advise us if this is a non-Federal PWA project or a Works Progress Administration project. If it is the former, will you please supply the PWA docket number; if the latter, we should like to have the O.P. number assigned it.

Thank you for your cooperation.

Very truly yours,

Isador Lubin
Isador Lubin,
Commissioner of Labor Statistics.

Nehalem Boom Undercrossing Project
(W.P. S.H. 171-A)

FORM 2-A-1 10M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

CROSS REFERENCE SHEET

171-a

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

July 22nd, 1938

Mr. R. A. Collier
Division Engineer
State Highway Dept.
7723 S. E. 13th St.
Portland, Oregon

Dear Sir:

Attached are five copies of an agreement prepared for the purpose of taking care of the condition which developed on the Columbia County Line-Portland Section of the Columbia River Highway, Oregon Contracting Co. and Theo. Arens, contractors.

SEE

Will you kindly secure the execution on the part of the contractors as soon as possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

171-a

x

CROSS REFERENCE SHEET

Name or Subject Columbia County Line-Portland Section **File No.**

Regarding "H. B. G. I have just sealed the following papers: * * * Four copies of Agreement with Oregon Contracting Co. & Theo. Arenz re additional compensation on the Columbia County Line-Portland Section in Multnomah County". **Date** July 17, 1936

No signature

Penciled note: "All signed by Comm. on July 17th.

SEE CONSTRUCTION
Right of Way
Siuslaw Highway

Name or Subject **File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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FORM 2-X-1 1000 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

171-a

July 16, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer,

Office.

Dear Sir:

Please bring the attached contract to the attention of the Commission for execution at the meeting Friday and then return the same to me so that I may transmit two copies to the parties of the second part.

The date to be inserted is to be the date upon which the agreements are signed by the Commission. Assuming that that will be Friday I have inserted that date.

Yours very truly,

JMD
J. M. DEVERS

JMD:PW
Inc.

5 copies returned to Devers July 17 to get contractor to sign and return 1 copy to me when completed

Theo Arenz & Ore. Cont Co.

FORM 2-K-1 1500 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

171-a

July 16, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer,

Office.

Dear Sir:

Please bring the attached contract to the attention of the Commission for execution at the meeting Friday and then return the same to me so that I may transmit two copies to the parties of the second part.

The date to be inserted is to be the date upon which the agreements are signed by the Commission. Assuming that that will be Friday I have inserted that date.

Yours very truly,

JMD
J. M. DEVERS

JMD:PW
Inc.

5 copies returned to Devers July 17 to get contractor to sign and return 1 copy to me when completed

Theo Avery & Ore. Const Co.

July 17, 1936

Dear Mr Devers

I am returning 5 copies of revised agreement with Oregon Contracting Co & Theo Avery disposing of extra compensation arising out of their contract for the construction of the Columbia County line - Portland section of the Lower Columbia River Highway.

These have been signed by the highway commission and are being handed to you to secure signatures on the part of the contractor.

Will you please return one copy to me for the commissions files when execution is complete.

H B Glaisyer

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 30, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. D. Mason,
Division Engineer,
Salem, Ore.

Dear Sir:

Attached letter has been received from the Brix Logging Company concerning the logging trestle over the right of way of the Columbia River Highway and the N.P. Railway and Spokane, Portland and Seattle Railroad tracks near Holbrook, Ore.

State Force Work Order has been issued to cover the wrecking of this trestle. Please see that a State Highway Bridge Crew is assigned to this work as soon as possible.

Remove that portion of the trestle which extends from 30 ft. westerly of the shoulder of the highway to a point 30 ft. easterly from the railroad right of way.

The cooperation of the railroad company should be secured in removing this trestle so that no wires or railroad property are injured. The Brix Logging Company has agreed to furnish a crab to assist in handling the timbers. Arrangements for its use can be made with Mr. George Altstodt, 923 Terminal Sales Bldg.,Portland.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon USWP Gr.Crossing Proj.No.WPGH 171-A

June 15, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

LJCaufield
By L. J. Caufield
Highway Engineer

Encls.

Tron

2159

Form P. R. 2

State Oregon

U.S.Works Prog.Gr.Crossing Project No. WPGM 171-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of April, 1936 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Congress):

Whereas the Highway Department of said State submitted on the 13th day of October, 1935, a project statement, which was approved by the Secretary on the 30th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 23rd day of January, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-one thousand, one hundred fifty and 82/100 dollars ($ 51,150.82) as the share of the United States payable under said act on account of Section A of said project, ~~which does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary of Agriculture, with the laws of said State, the

---

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Public Res. No. 11, 74th Congress).
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

~~Between~~ Undercrossing at survey station 125+42.9 in the NE 1/4 of Sec. 29, T. 2 N., R. 1 W., W.M.,

, length - miles, in Multnomah County, being Section A of Oregon U.S.Wks.Prog.Grade/Crossing project No. WPGH 171, consisting of one undercrossing ~~miles of roadway and bridges, each of more than 20 feet clear span, of a mile in length~~, known locally as the Columbia River Highway between official control points Astoria and Portland on Federal Aid Route No. 1.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifty-one thousand, one hundred fifty and 82/100 dollars ($51,150.82), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars (~~ is ~~%)~~ the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the

thousand, one hundred fifty and 88/100

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 25th day of May, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

Actg By L. E. Boykin
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Wks.Prog.Gr.Crossing Project No. WPGH 171-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $51,150.82 as the total estimated cost of said project, and the sum of $51,150.82 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 25th day of May one thousand nine hundred and thirty-six

Secretary of Agriculture,

Actg By R. L. Boz[illegible]
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4839

171-a

OREGON CONTRACTING CO.
10609 N. E. SANDY BLVD.
PORTLAND, OREGON

TELEPHONE TRINITY 8862

Theodore Arenz
General Contractor
10609 N. E. SANDY BOULEVARD
Portland, Oregon

1936

June 11, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Reference is made to our extra work order claim in the amount of $2,628.22 under date of June 9.

The compromise agreed upon between yourself and Mr. George C. Arenz in the amount of $1,707.35 is agreeable and is hereby accepted.

Very truly yours,

OREGON CONTRACTING CO. & THEODORE ARENZ

By Theodore Arenz

TA:h

Note: This was subject to com. approval

NOTED
W. E. Chandler

Gen'l Files

171-a

June 2, 1936

Mr. William J. Piepenbrink
Wilcox Building
Portland, Oregon

Dear Sir:

Governor Martin has asked me to respond to your communication of May 29, relative to the condition of the Columbia River Highway in the vicinity of the Multnomah-Columbia County line on Memorial Day.

I regret exceedingly the condition to which you refer and have sent out instructions that no work is to be opened up immediately prior to holidays of that nature. You, of course, realize that the State Highway Department is carrying a very heavy program this year and it is necessary to spread out the work over the year as much as possible, because the summer season is so short.

I might further mention that the Oregon State Highway Department takes more care and spends more funds for the protection of the motorist in the care of detours than any other state of the West, which will be borne out by anyone who travels through this section of the country. This, however, is no excuse for the conditions that were manifest, and I assure you that I will take steps to prevent a repetition.

Very truly yours,

State Highway Engineer

RHB:HI
cc Governor Martin

MEMBERS AMERICAN SOCIETY CERTIFIED PUBLIC ACCOUNTANTS
WM. J. PIEPENBRINK, C.P.A. (WIS.)   ROBERT L. KRON, C.P.A. (WASH.)
PIEPENBRINK AND KRON
ACCOUNTANTS AND TAX COUNSELORS
WILCOX BUILDING
PORTLAND, OREGON

Referred to Mr. Baldock
For report in duplicate to Governor
✓ For reply direct to inquirer-copy for our files
Note & return
EXECUTIVE DEPARTMENT

May 29, 1936

RECEIVED
JUN 2 1936
OREGON
STATE HIGHWAY COMMISSION

Hon. Charles H. Martin, Governor
Salem, Oregon

Sir:

I have just returned down the Lower Columbia River Highway from Astoria and after being pulled out of the mud by a tractor near Scappoose and seeing hundreds of cars in all kinds of difficulties because of the condition of the road, I feel compelled to draw the matter to your attention. It seems as though contractors or the Highway Commission, whoever is to blame, use the poorest judgment in planning road work, I have ever seen. There is no excuse whatever for tearing up a main highway in this manner and it is especially unnecessary the day before a holiday.

I think the Clatsop Beaches are surely Oregon's step-children. They have suffered patiently year after year while other communities got short cuts to the sea, and depended for their business, upon those brave souls who were willing to travel the tortuous, much too long Lower Columbia Highway, to get there. Now it is impossible to get the crowd because the highway is left in an awful mess just before a holiday. If this must be, why not put signs on the highway warning people to go on the Washington shore. It is the kindest act that anyone could do.

Very truly yours,

William J. Piepenbrink

Wm. J. Piepenbrink

WJP:OT

171-a

June 2, 1936

Mr. R. R. Hankins, Secretary
St. Helens Chamber of Commerce
St. Helens, Oregon

Dear Sir:

Governor Martin has asked me to respond to your wire of May 30, relative to the condition of the Columbia River Highway in the vicinity of the Multnomah-Columbia County line on Memorial Day.

I regret exceedingly the condition to which you refer and have sent out instructions that no work is to be opened up immediately prior to holidays of that nature. You, of course, realize that the State Highway Department is carrying a very heavy program this year and it is necessary to spread out the work over the year as much as possible, because the summer season is so short.

I might further mention that the Oregon State Highway Department takes more care and spends more funds for the protection of the motorist in the care of detours than any other state of the West, which will be borne out by anyone who travels through this section of the country. This, however, is no excuse for the conditions that were manifest, and I assure you that I will take steps to prevent a repetition.

Very truly yours,

State Highway Engineer

RHB:HI
cc Governor Martin

COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-B

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

R. B. WHITE PRESIDENT | NEWCOMB CARLTON CHAIRMAN OF THE BOARD | J. C. WILLEVER FIRST VICE-PRESIDENT

SYMBOLS

- DL = Day Letter
- NM = Night Message
- NL = Night Letter
- LC = Deferred Cable
- NLT = Cable Night Letter
- Ship Radiogram

JUN 2 1936
OREGON
STATE HIGHWAY COMMISSION

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 1936 MAY 30 PM 8 24

PRS173 28 NL=STHELENS ORG 30

HON CHAS H MARTIN=
GOVERNOR STATE OF OREGON

STHELENS CHAMBER OF COMMERCE PROTEST CONDITION COLUMBIA RIVER HIGHWAY SOUTH OF SCAPPOOSE TRAFFIC BEING ROUTED BY WAY OF VERNONIA REQUEST IMMEDIATE INVESTIGATION WHY LEFT IMPASSIBLE MEMORIAL DAY WEEKEND=

R R HANKINS SECY.

Referred to Mr. Baldock
For report in duplicate to Governor
✓ For reply direct to inquirer-copy for our files
Note & return
EXECUTIVE DEPARTMENT

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

State has rendered any part of the remainder unsafe, we should take some definite action to eliminate hazard and avoid accident.

Yours very truly,

JMD
J. M. DEVERS

cc W. E. Chandler
H. G. Smith
J. N. Bishop

RECEIVED

FORM 2-K-1 1500 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

June 1, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
Office.

Dear Sir:

I have just read the carbon copy of A. J. Witchell's letter written to Mr. Chandler relative to the removal of the Brix Logging Company's trestle near Holbrook, and I note Mr. Witchel's suggestion or request that the portion of the trestle over the railroad track be removed also. It seems to be his position that by a removal of a portion of the trestle we have weakened the remainder, especially that portion over the tracks.

If there is anything in Mr. Witchel's contention, we should do something either to stabilize the portion over the tracks or remove it.

I do not know enough about the situation to know whether or not the Brix Logging Company can be required to move the trestle or be made responsible for what is left, but, in any event, if the removal of a portion of it by the State has rendered any part of the remainder unsafe, we should take some definite action to eliminate hazard and avoid accident.

Yours very truly,

J. M. DEVERS

cc W. E. Chandler
H. G. Smith
J. N. Bishop

RECEIVED
1936

FORM 5-5-1 1500 2-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

171-12

June 1, 1936

1936

Mr. W. E. Chandler,
Office.

Dear Sir:

I have just read the carbon copy of your letter to the S. P. & S. Co., directed to the attention of Mr. A. J. Witchel, advising that the Bixby overhead logging trestle west of Linnton is to be removed by the contractor who has the contract for the paving of the section. The letter goes on to say:

> "He is only going to move the part that is over the state highway and will take care not to seriously weaken the part over the railroad any more than is absolutely necessary in this operation. He will take every precaution to protect the railroad company."

I believe we should make sure that the railroad company is protected against any damage which might result by reason of contractor's work in removing the trestle. I know that our bonds and contract contain general provisions obligating the contractor to indemnify the railroad company against loss or damage caused to its property, but I am not able to determine from Mr. Chandler's letter whether or not the work contemplated in the removal of the trestle is regular work under the contract, or whether it is some force account work that is being done.

Yours very truly,

J. M. DEVERS

JMD:PW

cc R. H. Baldock
H. G. Smith
J. N. Bishop

REFERRED TO
H G Smith
By State Highway Engineer

Please arrange [illegible] Bixby [illegible]

FORM S-9-1 5M0 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

171-a

May 29, 1936

IN REPLY PLEASE
REFER TO FILE NO.

S. P. & S. Co.,
Portland, Oregon.

NOTED
State Highway Engineer

Attention: Mr. A. J. Witchel.

Gentlemen:

Our resident engineer, Mr. Franklin, notified you a day or two ago that a part of the Bixby overhead logging trestle west of Linnton is to be removed at once by the contractor who has the contract for paving this section. He is only going to move the part that is over the state highway and will take care not to seriously weaken the part over the railroad any more than is absolutely necessary in this operation. He will take every precaution to protect the railroad company.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

WEC:AM
cc R. H. Baldock
H. G. Smith
J. M. Devers
L. W. Franklin

[illegible]

FORM 2-K-1 1500 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

171-a

May 25, 1936

Mr. W. E. Chandler,

Office.

Highway Engineer

Dear Sir:

I am returning the executed copy of the sub-contract in which Oregon Contracting Co. and Theodore Arens are named as the first parties and Carl Alexandersen and Ed Lund are named as the second parties.

This agreement has been approved by me as to form. I have not attempted to pass upon the qualifications of the subcontractors to do the work, nor the unit prices.

Yours very truly,

JMD

J. M. DEVERS

JMD:PW
Inc.

cc R. H. Baldock
H. G. Smith

171-a

May 13, 1936

Oregon Contracting Co. & Theodore Arens
10509 N. E. Sandy Boulevard
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of contract #1852, awarded to you on April 16, 1936, for 3.46 miles of paving on the Columbia County Line-Portland Section of the Columbia River Highway in Multnomah County.

This copy is for your records and files.

Very truly yours,

Secretary

DP

FORM 5-E-1 5M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

171-a

May 1, 1936.

Portland Gravel Co.,
80 S. E. Salmon Street
Portland, Oregon.

NOTED
State Highway Engineer

Gentlemen:

I would call your attention to the status of your work for the construction of the [illegible] [illegible] Undercrossing on the Columbia River Highway in Multnomah County.

As of April 10, approximately seven per cent of your work had been completed whereas 25 per cent of the time had elapsed. I am asking that you do everything possible to insure completion of this work within the time allotted.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc Bureau of Public Roads
R. H. Baldock ✓
M. Stephenson
C. A. DuBette

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

APR 21 1936

April 16, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 171-A, Columbia County Line-Portland Section of the Columbia River Highway, to Oregon Contract Co. and Theo. Arenz, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Ton

171-a

April 1, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of March 28th concerning Federal Aid Project No. 171-A, and inquiring as to why the unit between Stations 359+50 and 415+00 is not being placed under construction.

We are experiencing some difficulty in obtaining right of way for a part of the unit referred to, and as the funds allocated to the project were insufficient to complete the entire mileage, it appeared advisable to apply the funds on the portions of the project which involved no right of way difficulties.

The Highway Commission is desirous of constructing the final unit at the earliest possible time, and we anticipate that the construction of that unit will be included in one of the federal programs for which it is expected funds will be released this year.

Very truly yours,

State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 30 1936

March 28, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of P.S.& E. for Oregon Federal Aid project 171-A. This project callsfor the construction of 3.46 miles of grading and paving which completes the paving on this entire project except from Station 359+50 to Station 415+00.

Will you please advise as to why this section is not being placed under construction and when you anticipate this may be paved so as to complete the entire project.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

CONTRACT#1506,
1530,1852,

PR 171-A Multnomah Co. Line-Portland, 1932
(Columbia Co. Line)
1506 - 1530 - 1852 Folder # 1

171-a

March 26, 1936

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for paving work on the Columbia County Line-Portland Section, Federal Aid Project No. 171-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HM

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 171-A

MULTNOMAH COUNTY LINE-LINNTON SECTION

OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 25, 1936

COMPLETED FEDERAL AID WORK

Final Cost of Roadwork....................................	$ 571,228.75
Final Cost of Bridge....................................	$ 8,478.40
Federal Aid Paid on Roadwork....................................	$ 109,7[illegible].56
NRH Funds Paid on Roadwork....................................	$ 139,009.05
NRM Funds Paid on Roadwork....................................	$ 23,731.40
NRH Funds Paid on Bridge....................................	$ 8,387.65
Length of Original Project....................................	9.277 miles
Length of Revised Project (Incl. Extension)....................................	9,371 miles

NEW WORK

Portland Cement Concrete Pavement (Sta. 118+50 to 162+00) (Sta. 264+00 to 359+50)(Sta. 452+00 to 496+00)

All Required		Clearing and Grubbing		$ 1,000.00
80	cu. yds.	Trench Excavation	$ 1.00	80.00
42,400	cu. yds.	Common Excavation	0.25	10,600.00
6,000	cu. yds.	Solid Rock Excavation	0.75	4,500.00
17,000	yd. mi.	Truck Haul	0.15	2,550.00
3.46	miles	Finishing Roadbed and Slopes	300.00	1,038.00
3,000	lin. ft.	Rounding Cutbanks	0.10	300.00
250	lin. ft.	12" Concrete Pipe	1.30	325.00
10	lin. ft.	12" Corr. Iron Pipe	1.30	13.00
140	lin. ft.	18" Corr. Iron Pipe	2.30	322.00
40	lin. ft.	36" Corr. Iron Pipe	5.00	200.00
60	lin. ft.	Salvaging Culvert Pipe	0.75	40.00
110	cu. yds.	Stone Filled Drains	1.50	165.00
5,000	cu. yds.	Rock Base	1.50	7,500.00
5,700	cu. yds.	Lower Course of Shoulders	1.80	10,260.00
2,500	cu. yds.	Top Course of Shoulders	1.80	4,500.00
1,100	cu. yds.	Rock Footpaths	2.00	2,200.00
1,300	cu. yds.	Sand Cushion	1.25	1,625.00
1,500	cu. yds.	Filler	0.50	750.00
3,000	yd. mi.	Hauling Filler	0.20	600.00

41,000	sq. yds.	Portland Cement Concrete Pavement	$1.70	$ 69,700.00
4,200	lin. ft.	Expansion Joints	0.20	840.00
21,000	lin. ft.	Contraction Joints	0.05	1,050.00
21,000	only	Dowels	0.20	4,200.00
17,000	lbs.	Tie Bars and Reinforcement	0.06	1,020.00
		Subtotal		$ 124,878.00
		10% Engr. & Cont.		12,487.80
		Total		$ 137,365.80

Length 3.460 miles
Cost per mile $ 39,701.09

Federal Aid Funds Requested..	$ 83,793.13	(61%)
State Funds..	53,572.67	
	$ 137,365.80	

FORM 5-B-4 500 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VÈLLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

171-a

March 17, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. N. Hackett.

Dear Sir:

On the Lower Columbia River Highway at the Nehalem Boom Company railroad crossing, we have leased from Harry Elbon a parcel of land from which we secured subbase material for use on the construction project in 1932. As there is another contract proposed on this section and we will have use for additional rock, we recommend that this property be purchased if a reasonable price can be obtained, or at least the lease be renewed on the same terms for another 2-year period.

A map and description of the tract can be found in the general files under "Miscellaneous Sites No. 47." The present lease expires March 30, 1936.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

cc R. H. Baldock ✓

171-a

March 6, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Nehalem Boom R.R. Undercrossing, Project No. WPGH 171-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Grade Separation
Project No. WPGH 171-A

[illegible] [illegible] R.R. [illegible]

ON THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 2, 1936

900	cu. yds.	Excavation	$ 3.48	$ 3,132.00
50	cu. yds.	Excavation below plans	5.00	250.00
165	cu. yds.	Class "B" Concrete	14.75	2,433.75
350	cu. yds.	Class "A" Concrete	15.50	5,425.00
36,000	lbs.	Metal Reinforcement	0.045	1,620.00
30	M-FBM	Treated Lumber	76.00	2,280.00
370,000	lbs.	Structural Steel	0.073	27,010.00
All Required		Remove Present Bridge and Maintain Traffic		350.00
				$ 42,500.75

Work to be Performed by R.R. Co. Forces

All Required	Construct Temporary Trestle for Maintenance of Railway Traffic	$ 4,000.00
	Subtotal	$ 46,500.75
	10% Engr. & Cont.	4,650.07
	Total	$ 51,150.82

Length 0.00 mile

WPGH Funds Requested - $ 51,150.82

Estimated Labor Required 18,000 man-hours
Cost of Labor $ 15,000
Cost of Materials $ 18,500

Funds for Maintenance: Chap. 41, Laws 1927

Oregon State Highway Department

U. S. Grade Separation
Project No. WPGH 171-A

NEHALEM BOOM R. R. UNDERCROSSING

ON THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 21, 1936

900	cu. yds.	Excavation	$ 3.00	$ 2,700.00
50	cu. yds.	Excavation below plans	5.00	250.00
165	cu. yds.	Class "B" Concrete	21.00	3,465.00
350	cu. yds.	Class "A" Concrete	22.00	7,700.00
36,000	lbs.	Metal Reinforcement	0.05	1,800.00
30	M-FBM	Treated Lumber	90.00	2,700.00
370,000	lbs.	Structural Steel	0.07	25,900.00
All Required		Remove Present Bridge and Maintain Traffic		1,500.00
				$ 46,015.00

Work to be performed by R. R. Co. Forces

All Required	Construct Temporary Trestle for Maintenance of Railway Traffic	$ 4,000.00
	Subtotal	$ 50,015.00
	10% Engr. & Cont.	5,001.50
	Total	$ 55,016.50

Length 0.00 mile

WPGH Funds Requested- -$ 55,016.50

Estimated Labor Required	18,000 man-hours
Cost of Labor	$ 15,000
Cost of Materials	$ 18,500

RECEIVED
FEB 11 1936
OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 7, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon project WPGH 171-A, Undercrossing of United Railways track on the Columbia River Highway, to Portland Sand & Gravel Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Iron

FORM 8-A-1 5M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 4th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Brix Logging Company
Terminal Sales Building
Portland, Oregon

Gentlemen:

I note that the ties and rails have been removed from your trestle crossing the Lower Columbia River Highway north of Linnton. Will you kindly advise if you are now through with this trestle so that the sections over the highway can be dismantled. We have been engaged in considerable improvement of this highway between Linnton and Scappoose and expect to have another contract in the near future.

As we have understood from you that your logging operations were nearly finished, we have deferred any reconstruction which would interfere with your trestle up to this time and would now appreciate advise whether you are all through with the trestle and when you expect to dismantle the structure itself in the vicinity of the highway.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

171-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 23, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S. Works Program Grade Separation project WPGH 171-A, the Nehalem Boom Railway Undercrossing structure, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the Chief Engineer of the Bureau.

On the estimate the project is incorrectly shown as a WPGS project instead of a WPGH project. This has been corrected in this office. In submitting future documents please make this correction.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

171-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 23, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon U.S. Works Program Grade Separation project WPGH 171-A, the Nehalem Boom Railway Undercrossing structure, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the Chief Engineer of the Bureau.

On the estimate the project is incorrectly shown as a WPGS project instead of a WPGH project. This has been corrected in this office. In submitting future documents please make this correction.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 5-B-1 25174 1500 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

171-a

October 23, 1935.

Mr. A. J. Witchel
Assistant Superintendent
Spokane, Portland & Seattle Rly. Co.,
Portland, Oregon.

Dear Sir:

Confirming our conversation of yesterday, the following is submitted as a tentative division of work in connection with the proposed Nehalem Boom grade separation:

1. Work to be done by the railroad's own personnel, reimbursement for the cost thereof to be made from federal funds under the restrictions of Works Program General Memorandum No. 6, from Thos. H. MacDonald, Chief, Bureau of Public Roads.

(a) Make such temporary revisions to their present trestle as will enable the contractor to construct the piers and girders of the proposed grade separation structure.

In this connection, it is understood that the railroad company will place supports and make alterations in all members of the present trestle which support their rail traffic and which if removed, or improperly rearranged might endanger this rail traffic.

(b) Make any necessary revisions to their telegraph system.

(c) Provide such flagmen as are necessary to safeguard their operations.

(d) Provide such engineering services in connection with the design as may be agreed upon by the railroad and state.

2. Work to be done by the state:

(a) Construct the permanent structure complete, including the connection between the present trestle and the new structure, and including the removal and re-laying of the present tracks and switches.

(b) Perform any other work of a permanent nature made necessary by the proposed improvement.

(c) Do all work in connection with the grading, surfacing, drainage, etc., of the highway.

The present plan contemplates the carrying of rail traffic over the present tracks while constructing the piers and main girders of the new structure. A time will then be chosen which would cause the least inconvenience to rail traffic, and the floor system of the new structure installed in the shortest possible time.

This procedure will save the construction of a shoofly track during construction.

I would ask that the above division of work be checked over and if acceptable to your company, that a detailed estimate be made for us showing material and labor, together with the cost thereof for which the railway company would expect reimbursement under General Memorandum No. 6. It is necessary that we have this estimate for submission to the Bureau of Public Roads along with the project statement covering the structure.

Mr. Chase has told me that you have expressed a preference for a ballast deck structure. We are now designing several structures for the Southern Pacific Company and for the OWR&N Company, and except on main line work, are not using the ballast deck construction. Such construction would be considerably more expensive than an open girder type, and in this particular case, the ballast deck type would greatly increase the difficulties of construction under traffic. Structures being built for the Southern Pacific Company both on the O.C. & E., east of Klamath Falls, and on their Shasta Division south of Ashland are open girder type. I would like to discuss this phase of the construction further with you before recommending a ballast deck type.

Mr. Chase also mentioned the discussion of an abutment rather than a pier at one end of the structure. This abutment would be quite high and would be considerably more expensive than a simple pier such as we built for you in the Cummins Hill Viaduct.

The grade separation project on the O. C. & E. Branch east of Klamath Falls contemplates the use of piers with approach trestle.

I would also like to discuss this with you further before recommending an abutment.

Very truly yours,

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock
O. A. Chase

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

September 17, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith,
Construction Engineer,
Office.

Dear Sir:

I received your letter inquiring as to the delay on the construction of the spillway leading from our culvert to the waterway near Linnton.

This matter has been entirely handled up to a recent date by Mr. A. P. Dean and Mr. Eason. The Order for State Force Work was made out July 27. On this work order was the following statement:

> "Delay until Federal agreement is signed and obtain all men usable from the relief rolls."

This was sent to Mr. Strohmeyer, who spent considerable time trying to get men from relief rolls, but we found that it would cost more to get them this way than to get them from our own crews. I personally reported this fact to you, and you verbally agreed that in this case we should go ahead without using men from relief rolls.

At that time we asked for bids on concrete readymix through the Purchasing Department. This has taken about three weeks to go through the Purchasing Department, but it is now ready and will be in Mr. Strohmeyer's hands today. The work will start immediately, and will be well out of way before the winter rains set in.

Yours very truly,

W. E. CHANDLER,
Division Engineer.

WEC:AM
cc R. H. Baldock ✓

31946 5M 5-35

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

September 16, 1935.

Mr. W. E. Chandler,
Division Engineer,
Salem, Ore.

Dear Sir:

Some time last spring arrangements were perfected between the S. P. & S. and the Highway Department for the Construction of a spillway leading from our culvert to the waterway near Linnton. These arrangements were predicated on this work being done during the summer and permission was given by the S. P. & S. to defer work until the dry season.

I am informed however that this work has not been done yet and I am requesting information as to the cause of the delay and why our agreement to place this spillway during the dry season has not been carried out.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

Commissioners
LESLIE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM

Const.
Culverts

July 24, 1935.

In Reply Please
Refer to File No.

Mr. F. D. Mason,
Assistant Division Engineer,
Salem, Ore.

Dear Sir:

Last Spring we made an investigation of culvert which had been changed in the immediate vicinity of the S. P. & S. tracks north of Linnton. It was decided that a spillway would be constructed during the summer to prevent erosion on their tracks.

Will you kindly report on what has been done concerning the survey and design of this structure and what plans have been made for building it.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

R.H. Baldock

W. E. Chandler

Com

Culvert

Drainage Conditions

123-1

April 12, 1935

Mr. A. J. Mitchel
Assistant Superintendent
Spokane, Portland & Seattle Railway
Portland, Oregon

Final Settlem

Dear Sir:

In regard to your letter of March 25th concerning drainage conditions along S.P.&S. Railway, which you feel were changed by reconstruction of Multnomah County Line-Linton Section of Columbia River Highway.

The State Highway Department will join the two culverts at station 9.01 by constructing a concrete floor with necessary guide and end walls to control the water spilling from the highway culvert.

You may install 12" culverts at mile post 10.08 and 11.2 and bill the State Highway Department for the cost of culverts and installation. Please furnish fully itemized bills. This is in conformity with our general practice to allow the railroad company to do all work actually involving the track itself. The culvert pavement will be laid as soon as water conditions permit.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

HGS:OG

~~cc H. G. Smith~~
J. N. Bishop

March 30, 1935

Mr. A. J. Witchel
Assistant Superintendent
S. P. & S. Ry. Co.
Portland, Oregon

103-1

find letter

Dear Sir:

Responding to your communication of March 25, advise that I have requested our Construction Engineer, Mr. H. G. Smith, to contact you and go over this on the ground with you and make a report, taking with him Mr. Bishop's report and your claim. Mr. Smith will arrange to get in touch with you shortly.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. H.G. Smith

(Drainage condition below Linnton)

Federal

May 18, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your recent letter containing inquiry concerning the reasons given for extending the time limit for construction of the McCarty Creek Bridge, Project No. NRH 171-A.

No doubt the increase in length of the structure by three feet did not cause any great delay in the construction work. However, the contractor gave as an additional cause, the necessity of ordering additional creosoted piling of longer length, and this probably was the principal cause of the delay.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/[illegible]

Federal

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 11, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letters of April 5 and May 7, and your reply of May 9, regarding the length of the McCarty Creek bridge, Oregon USPW project NRH 171-A.

The excerpt from minutes of the meeting of April 25, 1934, of the Oregon State Highway Commission states that the contractors gave as their reason for delay that the bridge spans were lengthened, etc. It appears that there was no substantial change in the bridge plans, and the delay was caused only by the contractors having to order longer piles.

However, since the excerpt will accompany the final voucher and may give the erroneous impression that the bridge plans were materially changed, we should have a definite statement concerning the changes referred to and the actual basis on which extension of time was recommended.

Will you please give us the statement as soon as possible to avoid further delay in payment of the voucher.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

May 9, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your inquiry contained in your letter of May 7, 1935, concerning the constructed length of the McCarty Creek Bridge, Project No. NRH 171-A.

Please be advised that the station to station description for this structure is 214+78 and 215+71, making the length 93 lineal feet instead of 90 lineal feet, but since this difference in length is small it does not affect the lengths of roadway and bridges for the project when computed on a mileage basis.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Federal

April 19, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of April 5th in which inquiry is made concerning the final voucher for Project No. NRH 171-A.

In accord with the request contained in your letter, we are enclosing herewith four copies of Extra Work Order No. 3 covering guard fence construction. Five blueprint copies of the plan for this fence are being sent under separate cover.

With reference to the contingency item of asphaltic concrete at Miller Creek Culvert, which work was done by State Forces, this item was discussed with Mr. Caufield a few days ago at which time he stated that the item, because of rates of pay and hours of labor not conforming to those given in the contract, is not eligible for Federal Aid. Accordingly, it is our suggestion that the voucher be reduced by the amount of the item and the work shown as non-participating.

This procedure will revise the amount on which NRH Funds are computed to be as follows:

Asphaltic Concrete Pavement	($37,179.02 + $3,419.42)	$ 40,598.44

Accordingly, the total NRH Funds to be paid is $44,733.77 and the amount of the final voucher, $4,437.62.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

f47

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

April 5, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final vouchers recently submitted for Oregon USPW project NRH 171-A, Multnomah County Line to Portland section of the Columbia River Highway.

The voucher for Contract 1506 contains a contingent item "Construct Guard Fence, Extra Work Order No. 3", but copies of the extra work order did not accompany the voucher. We should have copies of the order, and also prints of the plan sheet for the fence. A revised cost sheet should be submitted to support the item of "Asphaltic Concrete Pavement constructed by State Forces at Miller Creek Culvert", showing hours of labor, rates of pay, and quantities and prices of materials and supplies.

The "Excerpt from minutes of meeting on April 25, 1934, of the Oregon State Highway Commission" states that the contractors gave as their reason for delay that the bridge spans were lengthened. Our records do not show any change in plans of the bridge, and we request that you state what change, if any, was made. Revised plan sheets should be submitted if the span lengths were increased.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

FORM 5-8-1 10000 500 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

March 5, 1935.

IN REPLY PLEASE REFER TO FILE NO. 26 FC

Portland Gravel Company,
35 S. E. Salmon Street,
Pacific Bridge Building,
Portland, Oregon.

171-A

Attention: H. F. Puarica.

Gentlemen:

Your letter of February 26 relative to quantities of crushed rock and sand used on contract No. 1530, Multnomah County Line-Linnton Section of the Lower Columbia River Highway, has been referred to this office for reply.

The quantities of sand, 1½-inch gravel and 3-inch gravel which are aggregates for the concrete pavement, have been calculated from our paving reports and are based on a dry rodded measure. Wet, loose measure would somewhat increase the quantities. The bottom and top course shoulder material is truck measure and was checked out by one of our inspectors on the work.

Sand	2763	cu.	yds.	98.8	lbs.	per	cu.	ft.
1½ inch Gravel	2480	"	"	109.6	"	"	"	"
3 " "	2453	"	"	110.8	"	"	"	"
Bottom Course Shoulder Material	904	"	"					
Top Course Shoulder Material	1913.5	"	"					

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

cc R. H. Baldock
S. H. Probert
H. G. Smith
Theodore Arenz

P. S.

31,086.8 square yards of pavement was laid with an average thickness of 7.3 inches for a 20-foot width.

#15

November 30, 1934

171A

United States Fidelity & Deposit Company,
C. B. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1530 for the construction of the Multnomah County Line-Linnton Section of the Columbia River Highway in Multnomah County has been completed by the contractor, Theo. Arens, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 10, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $95,034.97 including the final payment. Of this amount $264.14 was for force account work.

Very truly yours,

[illegible] Secretary.

Dict. by J. McFarland.

Form [illegible]—4M—9-33.

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 29, 1934, 193

Section Multnomah Co. Line-Linnton Paving

Kind of work Grading & Paving

Highway Lower Columbia River

Section prefix 26 PC NRH-171-A

Contractor Theo. Arenz

Contract number 1530

Date of contract Oct. 25, 1933, 193

Date of completion August 31, 1934, 193

Date work started Nov. 14, 1933, 193

Estimated date of completion August 14, 1934, 193

Amount of contract . . . . . . $ 87,420.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 98,428.31

Per cent of contract completed, based on total contract price 100

Engineering costs to date, $ 4836.86 5.53 %

Date project was completed August 14, 1934, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Final estimate completed this date. Will be mailed to Salem office, Oct. 1, 1934.

OCT 1 1934

A. B. Dean

A. B. Dean,
Resident Engineer.

RECEIVED
OCT 2 - 1934
OFFICE OF
CONSTRUCTION ENGINEER

ABD:@

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					2.65
Miles partially completed					
Miles completed					2.65
Total estimated quantities					31086.8 sq
Estimated quantities moved or placed to date					"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM 2-K-1 15913 1500 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL [illegible]. WASHBURNE, EUGENE
E. [illegible]. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

September 7, 1934

171A

Mr. R. H. Baldock,
Office.

Dear Sir:

You will recall that some time ago we entered into a contract with the Burlington Water District whereby we were to do certain work in the moving of the district's pipes in order to permit some planned highway construction. The district was without funds and the State did the work, the company to reimburse the State at a later date. At the time the agreement was signed the interest item was left blank. The water district asked to be relieved of paying interest and as I had no instructions from the Commission I left that item blank.

At the time of the negotiations the interest item was discussed but no decision reached. It was then thought that if the State could get the principal amount it would be satisfied for in view of the financial condition of the district if the district had simply refused to move its pipe line we would have been somewhat embarrassed.

Legally we can insist on the interest or can waive it. This is a matter, however, that the Commission should pass upon.

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:PW

REFERRED TO
Glaisyer
By State Highway Engineer
For Commissioners.

September 29, 1934

Mr. J. M. Devers
Office

Dear Sir:

Reference is made to your letter of September 7 to Mr. Baldock regarding the matter of interest to be charged the Burlington Water District in connection with its agreement with the Commission regarding pipe line reconstruction at Burlington.

The Commission at its last meeting decided to charge the water district four per cent interest on the state funds advanced the district for this reconstruction work.

I am simply reminding you of this action at the request of Mr. Baldock, however, I presume that you have already notified the Water District of this action.

Very truly yours

Secretary

HBG:jm

171-a

August 30, 1954

Mr. Ivan Humason
1276 Southwest Fourth Avenue
Portland, Oregon

Dear Sir:

You were in my office the other day and asked me for a statement regarding damage claims against Contractor Theodore Arens arising out of his contract with the State Highway Commission for the construction of the Lower Columbia River Highway near Linnton.

I told you at that time that I would consult with Mr. Baldock, State Highway Engineer, regarding your request because it involves the submitting of evidence in court. I have done this and I have also consulted with the Commission's attorney, Mr. Devers. In view of the fact that you wish to use this statement as evidence in court in connection with your claim against Mr. Arens, it is the opinion of Mr. Baldock and Mr. Devers that the matter should be brought to the attention of the State Highway Commission and the Commission's approval obtained before such statement is given out from this office.

In the meantime, I might state that our records are available for public inspection and if you so desire, I shall be pleased to place them at your disposal if you will call at the Commission's office here in Salem. Please advise me if you wish me to go further into the matter.

Very truly yours,

Secretary

HBG:AJ:HI

#1530

171-A

June 11, 1934

Mr. Theo. Arens
Guaranty Building
Portland, Oregon

Dear Sir:

I hand you herewith a copy of a letter that we have just received from The Western Union Telegraph Company with regards to its claim against you in connection with your contract on the Lower Columbia River Highway at Linnton.

Wish to inform you that we consider the payment of this claim your obligation which must be satisfied before we will send final payment to you in connection with the above-mentioned project. We trust that you will take care of it so that it will not be necessary for us to make a deduction from your estimate.

Very truly yours,

Secretary

HBG:AJ

cc U. S. Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

June 11, 1934

The Western Union Telegraph Co.
San Francisco
California

Attention of Mr. M. T. Cook, Manager

Gentlemen:

Acknowledgment is made of the receipt of your letter of June 8 directed to our Construction Engineer Mr. H. C. Smith regarding your claims against our contractor Theo. Arens.

As you were informed in Mr. Smith's letter of April 25, this is the contractor's obligation; we are therefore referring it to the contractor for settlement.

Very truly yours,

Secretary

HBG:AJ

THE WESTERN UNION TELEGRAPH COMPANY
PACIFIC DIVISION
SAN FRANCISCO

M. T. COOK
GENERAL MANAGER

June 8 1934

10-9-A-G

Mr. H. G. Smith,
Construction Engineer,
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

In your letter of April 25 you informed us that if bills Nos. 5432, 5464 and 5477, rendered against the Oregon State Highway Commission and in turn referred to the contractor for payment, were not paid within a reasonable time that your office should be advised.

We have just been informed by the Contractor, Mr. Theodore Arenz that these bills have been turned over to the United States Fidelity & Guaranty Company, 1208 Porter Building, Portland who will handle them on the basis of claims for damages. We have heard nothing as yet from the Insurance Company.

Inasmuch as the State is guaranteeing payment of these bills this information is passed to you as you may wish to take some action in the matter with regard to the State's settlement with the contractor, or have some suggestion to offer.

Yours truly,

M T Cook

RECEIVED
JUN 11 1934
OFFICE OF
CONSTRUCTION ENGINEER

RMB:HI

171-A

May 28, 1934

Mr. Walter W. R. May, Manager
Portland Chamber of Commerce
824 S. W. Fifth Ave. at Taylor
Portland, Oregon

Dear Sir:

With respect to your communication of May 23 regarding the condition of the Columbia River Highway west of Linnton, which section is now under contract, please be advised that this condition was bad a month ago. It came about by reason of the presence of a very bad capillary, sandy soil, which condition had not been anticipated. I made a personal inspection of it and the Division Engineer spent most of his time there for a period of one week, getting the job in shape to correct the condition.

Since that time the detours along the shoulders have been as well maintained as possible. You must realize that no organization can build a road and at the same time maintain a detour in a smooth condition at all times.

I believe that since the period you mention, the detours on this section have been kept as smooth as possible under the circumstances. I have had reports rendered to me at least twice a week on this subject for the last month and have made two personal inspections of the project myself; therefore, I can assure you that all is being done that can be done at the present time.

I would advise the people who wrote to you from Burlington that we are doing the best we can and if they will be patient we will open a new concrete pavement for them within a short time.

Very truly yours,

State Highway Engineer

RHB:HI

PORTLAND CHAMBER OF COMMERCE

PORTLAND, OREGON.

ADDRESS ALL COMMUNICATIONS
TO THE CHAMBER

824 S.W. FIFTH AVE. AT TAYLOR

CABLE ADDRESS: PORTOREGON
ALL STANDARD CODES

May 23, 1934

Mr. R. H. Baldock,
State Highway Engineer,
State Highway Department,
Salem, Oregon

Subject: Condition of Columbia River Highway

Dear Mr. Baldock:

There comes to the Chamber of Commerce a vigorous request that I call your attention to the detour on the Columbia River Highway a short distance this side of Burlington where the main highway is being constructed. The complaint coming to us says that the road is now almost impassable.

I had to pass over the road myself about a month ago and in spite of driving very carefully and in low all through the detour it was so bad that I broke a spring on my car. I thought it was just a circumstance, however, that I suffered that disability. However, others tell me that it is almost impassable and that the contractors on the job literally laugh at people who complain. This broken spring, of course, cost me more than the entire trip, which I was concluding at the time.

We have checked with the Oregon State Motor Association and find that complaints are coming to them likewise.

We are wondering if there is not some way to have the condition of the road remedied so that at least the cars visiting in this state will not be subject to damage and such inconvenience. From my personal observation, the condition of the reconstructed part of that road is entirely unwarranted and unnecessary.

If you have an opportunity of inspecting this road, or sending someone to inspect it, the Chamber of Commerce would appreciate it so we could at least give assurance to the traveling public that the matter is now being watched by the Highway Commission.

Yours sincerely,

WALTER W. R. MAY,
Manager

WWRM-e

MEMBER
OF
CHAMBER OF COMMERCE
OF THE
UNITED STATES OF AMERICA

171-2

May 10, 1934

Thomas D. McMahon,
Attorney at Law
Yeon Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of May 9 regarding the Theodore Arenz contract for the construction of the Multnomah County Line-Linnton Section of the Columbia River Highway.

Inspection of the contract shows that Mr. Arenz took this contract in his own name. In connection with this contract Mr. Arenz furnished the State with a surety bond for the protection of all material claims and all just debts, dues and demands incurred against the project. The bond was written by the United States Fidelity & Guaranty Company whose offices are in the Porter Building, Portland. Mr. Arenz was not required by the State Highway Commission to ~~purchase~~ a liability bond. Neither was he required to take out liability insurance. However, I imagine that he has some such insurance for his own protection as it is customary for contractors to protect themselves in that way. It is only in exceptional cases that the State Highway Commission requires the contractor to furnish a liability bond.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

Telephone- ATwater 8866

THOMAS D. MCMAHON
ATTORNEY AT-LAW
YEON BUILDING
PORTLAND, OREGON

May 9, 1934

State Highway Commission,
Salem, Oregon.

Gentlemen:

Will you kindly inform me whether Theodore Arenz, who is doing the construction work North of Linnton, took the contract in his own name or in the name of Arenz Construction Company.

Would you further inform me as to whether Arenz was required to put up a liability bond and, if so, under what section of the Oregon law they were required to do so.

Very truly yours,

TDM/B

Thomas D McMahon

RECEIVE
MAY 10 1934
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 9, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Probert

Dear Sir:

Reference is made to the recent conversation between Mr. Probert and Mr. Caufield, regarding the submission of vouchers on Oregon U. S. Public Works project NRH 171-A.

In our letter of October 10, 1933, we expressed the desire that the various contracts on this project be vouchered separately. A first voucher has now been submitted for the cement concrete pavement contract and the bridge contract and a first voucher for the bituminous concrete pavement contract. In order to avoid confusion in handling these vouchers, we suggest they be designated on their faces by the number of the contract involved, as shown by the attached forms.

Due to the fact that a supplemental agreement was executed with Theo. Arens to construct a culvert within the limits of the Parker-Schram contract, we have rewritten the estimate, making changes to show the work to be vouchered by contracts. A copy of the revised estimate is enclosed.

If this is acceptable to you, final vouchers may be submitted for NRM 171-A-1506 and NRH 171-A-1506. Will you please advise promptly in order that we may reply to our Washington office's inquiry regarding the submission of two first vouchers on the NRH project?

From the recent conversation with Mr. Caufield there appears to be some difference of opinion in your office regarding the advantage of vouchering contracts separately. We believe that its advantages would be more apparent if this procedure were adopted for a time, and we would appreciate it if you will give it a trial. One big advantage would be the submission of final vouchers for contracts as they are completed. For example, a project involving separate contracts for grading, surfacing and oiling could be finalled upon completion of the separate contracts. This would more nearly enable you to keep up your Federal Aid collections with the actual progress of the work.

If you wish to do as suggested herein, we should be so advised when the P. S. & E. papers for new projects are submitted or in the case of projects already approved, when the agreement estimate is submitted. If you wish to avoid the necessity for notification of your intention in each case, a general statement to the effect that all projects placed under agreement hereafter are to be vouchered by contracts until further notice will be satisfactory.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

Encl.

FORM S-K-1 19083 1M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

171-a

Mr. Baldock

May 4, 1934

Mr. Robert G. Hofer,
2144 N. Killingsworth Street,
Portland, Oregon.

Dear Mr. Hofer:

Reference is made to your letter of April 19th, which has been referred to the writer, relative to damages suffered by you on a detour north of the St. Johns bridge on Sunday, April 8, 1934.

This detour is occasioned by work done by Theodore Arens, contractor on the Multnomah County Line-Linnton Section of the Columbia River Highway in Multnomah County, said contract being contract No. 1550 and covering 2.65 miles of concrete paving. Mr. Arens is an independent contractor and the clauses in his contract relative to provisions for traffic, maintenance of detours, responsibility for damages, public convenience, and provision for traffic, etc. are covered by the standard specifications and provisions in the contract as follows:

> "Provision for Traffic
>
> "Unless otherwise specified in the special provisions, the work to be done by the contractor shall include the work of making adequate and thoroughly satisfactory provision for the traffic carried by such private and public roads, highways and streets as are traversed, crossed or interfered with in any way by the new construction. This work will include the furnishing of whatever labor, materials, tools and equipment may be necessary to provide and maintain suitable roadways over which to handle the traffic, and the furnishing of whatever labor, materials, tools and equipment, including flagmen, lights, barricades, warning signs, et cetera, as may be necessary to satisfactorily control, guide, protect and safeguard the traffic.
>
> "No direct payment will be made to the contractor for any part of the work of providing for traffic as hereinbefore specified. Compensation for the same shall be understood to be included in the payments which the contractor will receive for other work to be done under the contract."
>
> "Maintenance of Detours
>
> "The detouring of traffic over existing public roads will be permitted, if, in the opinion of the engineer, the public roads to be used are suitable and satisfactory in

all respects and do not too greatly increase the distance to be traveled. The decision of the engineer as to whether or not traffic may be detoured over a given section of existing public road shall, however, govern.

"The expense of maintaining detours shall be borne by the contractor, except in cases where the detour traverses, for a distance of more than one-quarter mile, a section of existing public road that is not in any manner conflicted with by the work being done or to be done under the contract. In the cases to which this exception applies, the state, or the county in which the work is located, will maintain the section of existing public road that the detour traverses. Other portions of the detour, if any, shall be maintained by the contractor."

"Responsibility for Damage, Injury, Etc.

"The contractor shall be responsible for all damage to property, injury to persons and loss, expense, inconvenience and delay that may be caused by or that may result from the carrying out of the work to be done under this contract or from any act, omission or neglect of the contractor, his subcontractors or his employes.

"The contractor shall indemnify and save harmless the State, State Highway Commission, State Highway Engineer, and all employes of the State Highway Commission from all suits or actions of every name and description brought for or on account of any damage, injury, loss, expense, inconvenience or delay, received or sustained by any person or persons, which damage, injury, loss, expense, inconvenience or delay may have been caused by or may have resulted from the carrying out of the work to be done under the contract, or from any act, omission, or neglect of the contractor, his subcontractors or his employes. In case there should be any such suits or actions, so much of the money due to the contractor under and by virtue of the contract, as shall be considered necessary by the engineer, may be retained by the State Highway Commission until such suits or actions shall have been settled or until the interests of the State, or of the persons concerned, have been otherwise satisfactorily protected."

"Public Convenience and Provision for Traffic

"The contractor shall handle his work in such manner as will cause the least amount of inconvenience to the general public and the residents along and adjacent to the improvement, and he shall do everything practicable to facilitate traffic over or around the sections under construction. Unless suitable detour routes are available, he shall provide and maintain a passable driveway over or alongside the work. Only upon the order of the engineer shall the contractor close an existing road to traffic. (See also provisions of Section 2.) "

It is the intention of the contract and specifications that the contractor shall provide and maintain said detours and if any damages are attributable on account of his failure so to do, the same are the responsibility of the contractor, as an independent contractor, and are not the responsibility of the State.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:PW

171-a

May 4, 1934

Mr. Stephen E. Smith
Principal, Holbrook School
Route 1
Linnton, Oregon

Dear Sir:

Responding to your communication of April 24, I believe the conditions to which you refer, with respect to the Arens contract for paving the Lower Columbia River Highway in the vicinity of Burlington, have been corrected as far as possible. If you have any further complaints, please advise.

Very truly yours,

State Highway Engineer

RHB:HI

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

April 30, 1934.

IN REPLY PLEASE REFER TO FILE NO.
26 PC

Mr. R.H. Baldock,
State Highway Engineer
Office.

Dear Sir:

I am returning the letter dated April 24th from Stephen E. Smith, Principal of the Holbrook School, Route 1, Linnton. I have taken up the paragraphs in your letter of April 28th as follows:

1. There have been many yards of gravel hauled on this road the past week and the contractors have been instructed to continuously maintain this road both by gravel and blade work and keep it in satisfactory shape for travel.

2. Contractor has been instructed not to open up any more work until the base gravel is in place on the shoulders and ready for convenient travel.

3. The matter of speeding trucks has been taken up with the contractor and will be followed up. Contractor's attention was called to the speeding trucks by the traffic department and the contractor states that he has slowed down the trucks in conformity with their instructions.

4. This job has received my personal attention for the past week and will have it from this time on.

This letter from Mr. Smith was no doubt written when he was angry, and he has said a great many things which he should not have said, and a number of things that were not true.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

WEC:ZR

cc Mr. F. D. Eason

Holbrook School,
Linnton Oregon,
Apr. 24, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs:

No doubt by this time you have heard from several sources about road conditions on the Lower Columbia Highway in the vicinity of Burlington. I hope that you keep on hearing about this travesty on engineering until your office is swamped and some of you are forced out the door to take a look at conditions as they are.

Prior to our recent rain this detour was the worst I have ever travelled on in the state of Oregon in the past 14 years and I have detoured most every mile of the Pacific Highway between Portland and the California line. The construction company on the job seem to forget who is paying the bills. The public gets no consideration, truck drivers act more like gangsters than hired men, engineers seem to be stupid and allow this construction outfit to get by with whatever it pleases.

After the gentle showers of the past two days conditions are such that I being a gentleman cannot speak about them or think of them and express myself in moderate language. Cars have been wrecked by lack of signs where the pavement ends and the hell begins. True, there is a small board with the name of the contractor and a small slow sign lit by a smudge pot, but you have slow signs on several hundred miles of state highway where they mean nothing at all. Trucks, cars, busses and all manner of vehicles have been wrecked, stalled and broken down due to the wanton carelessness and indifference and lack of consideration on the part of the construction company.

State officers, county officers, school officials and all law enforcement officers have conducted safety campaigns among school children and have tried to educate the motorist to safe driving. You have even gone so far as to make an examination a part of securing a drivers license. In spite of this that Arenz outfit is allowed to drive their V-8 trucks past our school at unholy rates of speed at all times of the day. Trucks go by to get gravel at Rocky Point, and trucks are going by with dirt where you have permitted your "engineers" to allow a good piece of road to be taken out. These high speed trucks make a race track out

#156n

of the highway while the school buss is loading or unloading during recesses and and at all times of the day. How about a little examination for these speed demons. They drive just like they can't wait until they get to the accident.

Have a class of 8th grade boys about to finish school next month. Am offering you their services as engineers and feel as though they can do as good a job and handle this piece of construction better than it has been in the past.

Come down and take a look sometime. You are ruining people's business, wrecking cars, creating ill will and animosity and all so unnecessarily. Step on this construction outfit and show us who is boss, the consruction company or the highway commission.

Very truly yours,

Stephen E. Smith

Stephen E. Smith, Prin.
Holbrook School,
Linnton, R 1.

500 3-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 2, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

26 PC

Memorandum to Mr. Baldock:

With reference to the Multnomah County Line-Linnton project, Theodore Arenz, contractor:-

There seem to be some kicks on this job that are not definitely connected with this detour. For instance, one party went along and said that he had been traveling this road for years and that it had been torn up practically all the time. He said that he was getting tired of the whole situation and was going to make a kick to somebody every time he went over the road.

The detour situation at times has not been good, but most of the time the road has been hard and travel could easily get over it without danger, providing they drove with reasonable care.

There has been considerable excellent weather this spring and had we started the work a month or so earlier it probably would be built at this time and probably would have been completed in good weather. I think the contractor and engineer, due to the good weather, really overlooked the fact that they were still working in Oregon and that rain might be expected even though we had had a long period of dry weather.

Wm. E. Chandler.

WEC:ZR

cc Mr. F. D. Eason

Portland 104 10m 4-8-34

#1560

17.1-a

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

May 4, 1934

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: 58266-12-79-34 - Barham Bros.& Henningsen

The above bond covers contract for construction of Bridge No. 1740 on the Lower Columbia Highway in Multnomah County, over McCarty Creek, near Portland, Oregon.

We enclose herewith our form inquiry which we ask you to complete and return to us as promptly as possible, showing the present status of this contract.

We thank you in advance for your early attention to this matter.

Yours very truly,

Assistant Manager

EC

FORM 5-A-1 13743

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 27, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Frank Young,
Resident Engineer,
Oregon City, Ore.

Dear Sir:

Complaint has been made that the entrance at the Oceanic Ship Building Company has been blocked by the grading contractor at Milwaukee. Mr. Gardner advises that one of the right of way agreements provided that access to this property should be kept open at all times. Will you kindly see that this is done.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓
Wm. E. Chandler

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO
FILE NO. Oregon FAP 171-A

POST OFFICE BUILDING
PORTLAND, OREG.

April 26, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

[illegible]

Agr- 11924

Oregon Federal Aid Project
No. 171, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 11, 1932, by the Oregon State Highway Commission, and on April 4, 1932, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 171, Section A; and

WHEREAS, the easement between the Northern Pacific Railway Company and the State of Oregon, dated October 19, 1932, grants to the State permission to use portions of the right of way of said Railway Company for highway purposes, and reserves to the Railway Company the right to use the land over which said easement is given for second track purposes; and

WHEREAS, It is desirable to make provision for restoration of the highway without cost to the Federal Government in the event that the Railway Company exercises said right:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission, and the Secretary of Agriculture, that the said project agreement be amended as follows:

Paragraph (c) of Article III shall read:

> "(c) The Highway Department hereby agrees that, if the Northern Pacific Railway Company should require for railroad purposes any portion of the easement granted to the State of Oregon

> under date of October 19, 1932, and demand the removal therefrom of any or all of the highway covered by this agreement, it will, without expense to the Federal Government, acquire or cause to be acquired a new right of way and will relocate and construct or cause to be relocated and constructed thereon in a manner similar to the improvement provided by the plans and specifications approved for said Oregon Federal Aid Project No. 171, Section A, such portion or portions thereof whose utility is affected by said removal."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the Thirty-First day of March, 1934, and the Secretary of Agriculture on the 16 day of April, 1934.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission

By ______________________
Member, State Highway Commission

By Carl Washburne
Member, State Highway Commission.

Secretary of Agriculture

Chas By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project No. 171, Section A.

FORM 2-A-1 18753 10M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

11-2

April 25, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. L. Messner,
Division Plant Superintendent,
Western Union Telegraph Co.,
San Francisco, Cal.

Dear Sir:

The Western Union Telegraph Company's bill in the amount of $238.58 for expense in patroling and repairing lines in the vicinity of Linnton, have been referred to the contractor through our Resident Engineer for payment. If payment is not received within a reasonable length of time, please advise and we will again take it up with the contracters.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓

171-a

76-2
X

April 24, 1934

Mr. Alvin Hobart
Wildwood Golf Course
Route 2, Box 67
Linnton, Oregon

Dear Sir:

In response to your communication of April 18, complaining about the condition of the Linnton road, advise that I sent our Division Engineer, Mr. Wm. E. Chandler, down there yesterday with instructions to take such action as is necessary to cure the situation of which you speak. If you have any further trouble, please advise.

Very truly yours,

State Highway Engineer

RHB:HI

WILDWOOD GOLF COURSE

LINNTON, OREGON, ROUTE 2, BOX 67

PHONE LONG DIST. AND
CALL FOR W. G. C.

RECEIVED
APR 21 1934
OREGON
STATE HIGHWAY COMMISSION

April18,1934.

State Highway Commission
Salem,Ore.
Gentlemen;

Our play has been almost completely destroyed during the last few weeks by the failure of the Arenz Construction Co. to maintain the detours around their work in a condition that will permit even the slightest pleasure in the drive to our course. We have our course in good condition,our prices are right ,we treat our players coutteously and still practicallyn every party that comes out quite frankly says that they will not be back this year because of the terrible condition of the highway. Before the Arenz Co. tore up such long stretch there was not much complaint as the players realize that a road can not be rebuilt without some inconvenience. But as the company went on rooting up long stretches of the road far in advance of their paving operations and making little or no provision for the use of the highway the players patience was exhausted and theywent some place else for their pleasure driving.

I I am writing to ask if your honorable body will not consider our dependence on the highway for our business and persuade the Arenz Co. to co-operate with us to the extent of keeping the dtours passable and to desist from tearing up more of the road at one time than is absolutely necessary.

Our course has had hard sledding the last year or two due not only to the depression but also to bad breaks in the weekend weather.We have kept it in good condition however thinking that the times and the weathr would change. Now it is to say the least tantalizing to have the weather ideal,people anxious again to come to our course and then to run into a situation where the lack of co-operation by a construction company (that has the states authority to tear [illegible] out [illegible] a road that was capable of bringing us trade),again threatens us with failure.

Hoping that you may be able to help the situation and thanking you for your consideration,I am

Yours truly

Alvin Hobart

FORM 5-A-1 13743 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 18, 1934

171-a

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Theo. Arens,
516 Guaranty Bldg.,
Portland, Ore.

Dear Sir:

Mr. Leslie M. Scott, Chairman of the Highway Commission, has just advised that the traffic is unduly bothered in getting over the Linnton Road south of Burlington which you have under contract. He reports that he has passed over your section four times recently and that on two occasions the mud was very bad and in one instance cars were stalled.

I realize that it is extremely difficult to make grade revisions on a road carrying this amount of traffic, but nevertheless every precaution must be taken to place sufficient gravel on the detours so that traffic does not stall. Special precaution should be taken over the week end or when the crews are shut down.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to Leslie M. Scott
R. H. Baldock ✓
R. A. Furrow
Wm. E. Chandler

#1560

171-a

[illegible] OFFICE BUILDING

April 18, 1934

United States Fidelity & Guaranty Company,
W. H. Burghardt, Agent,
465 Ferry Street,
Salem, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1560 for the construction of a bridge over McCarty Creek on the Columbia River Highway in Multnomah County has been completed by the contractors, Barham Bros. & Henningsen, and that final settlement will be made by the State with said contractors for work done under said contract on or after April 28th, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $8,469.48 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

POST OFFICE BUILDING
PORTLAND, OREG.

FILE No. Ore. USPW NRH & NRM 171-A

April 12, 1934

RECEIVED
APR 1[illegible] 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

A4pr-11924

Oregon U. S. Public Works project No.
NRH 171, Section A, and NRM 171, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 13, 1933, by the Oregon State Highway Commission, and on December 12, 1933, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works project No. NRH 171, Section A, and NRM 171, Section A; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said sections to provide for the improvement of an extension to the NRH portion of the project involving the construction of concrete pavement between stations 54+50 and 70+00, 93+00 and 106+77.5, 108+53 and 118+50, 162+00 and 214+80, and between 215+70 and 264+00, an aggregate distance of 2.649 miles; the construction of a concrete box culvert and asphaltic concrete pavement between stations 45+57.8 and 47+56.9, a distance of 0.038 of a mile; and the construction of one bridge of more than 20 ft. clear span 0.017 of a mile in length, between stations 214+80 and 215+70; thereby increasing the length of said NRH portion from 1.563 miles to 4.267 miles; and by reason thereof has requested that the estimate of cost and National Recovery funds for the NRH portion be increased from $41,936,40 to $150,315.00, and that the total estimate of cost and the amount of National Recovery funds be increased from $65,667.80 to $174,046.40;

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission, and the Secretary of Agriculture, that the plans, specifications and estimate approved for said sections be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred seventy-four thousand, forty-six and 40/100 dollars ($174,046.40) as the share of the United States payable under said act on account of Section A of said project, which is the approved total estimated cost thereof:"

In Article II, the description of NRH 171, Section A, shall read:

> "NRH 171, Section A:
> Between survey station 20+75 at the west city limits of Portland, and survey station 452+00 in the S.E. 1/4 of Sec. 25, T. 3 N., R. 2 W., (excepting therefrom the portions between survey stations 106+77.5 and 108+53, 118+50 and 162+00, and between stations 264+00 and 415+00), length 4.267 miles, in Multnomah County, being Section A of Oregon U. S. Public Works project No. NRH 171, consisting of 4.267 miles of roadway and one bridge of more than 20 ft. clear span 0.017 of a mile in length."

Paragraph (b) of Article III shall read:

> "(b) The total amount of Federal funds allotted to this project is $174,046.40. Of this amount, $150,315.00 is to be charged to the NRH portion of the project, and $23,731.40 is to be charged to the NRM portion."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of one hundred seventy-four thousand, forty-six and 40/100 dollars ($174,046.40), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of Section A of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 6th day of March, 1934, and the Secretary of Agriculture on the 2d day of April, 1934.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission

By ______________________
Member, State Highway Commission

By ______________________
Member, State Highway Commission.

Secretary of Agriculture

By ______________________
Acting Chief, Bureau of Public Roads.

Oregon U. S. Public Works project No. NRH 171, Section A,
and NRM 171, Section A.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRH 171-A & NRM 171-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 174,046.40 as the total estimated cost of said project, and the sum of $ 174,046.40 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is ~~[illegible] pro rata share~~ of said total estimated cost.

Done at the city of Washington, this 2d day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~[illegible]~~

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4639

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 171-A

POST OFFICE BUILDING
PORTLAND, OREG.

March 27, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith two copies of proposed project agreement, as amended, for signature and return to this office.

Reference is made to the easement granted by the Northern Pacific Railway Company to the State of Oregon, covering rights of way for Oregon Federal Aid Project No.171, Section A. This easement reserves to the railway company the right to use land over which the easement is granted for second track purposes, without provision being made for restoration of the highway.

This type of easement is not satisfactory to the Government. We have therefore prepared a modification of the project agreement, incorporating therein a clause which obligates the Highway Department to reconstruct the highway without cost to the Federal Government in the event that the railway company exercises its right to occupy the land over which the easement is granted.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer.

Encls.

Multnomah Co. line - Linnton

FORM 5-A-1 12580 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

171-C

March 24, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. M. L. Messner,
Division Plant Superintendent,
The Western Union Telegraph Co.,
San Francisco, Cal.

Dear Sir:

Reference is made to the protection of your pole lines in connection with highway work near Linnton, Ore.

It is noted that your estimated cost of this patrol work has been raised from $75.00 to $500.00. This appears to be rather excessive.

According to our contracts for construction, the contractors are responsible for any expense incurred for the protection of pole lines. As stated in ours of March 21st, we will assume responsibility and guarantee the collection of such expense incurred that is reasonably necessary to assure protection of your circuits. However, we request that this expense be kept as low as possible, at the same time assuring yourselves of ample protection from undue interruption of service.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓

171-a

March 20, 1934.

Mr. Leslie M. Scott,
Chairman,
State Highway Commission,
Portland, Ore.

Dear Sir:

In regard to the letter of B. F. Johnson, Lumber Company, in regard to the detour approximately 3/4 mile below Linnton, I beg to advise that it was realised that considerable trouble would be experienced in handling this volume of traffic over a detour during the rainy season of the year, and therefore the work was postponed as long as possible. Over a foot of gravel has been placed on this detour and while it becomes rutted and somewhat muddy during rains, it has adequate foundation and should carry any vehicle without mireing.

Work done during the winter months to give employment must be at some inconvenience to the traveling public as detours are bound to give some inconvenience during heavy rains.

The contractor is somewhat handicapped by the necessity of obtaining flagmen through the National Reemployment Service but I instructed him to endeavor to obtain a man who could give instructions to the public in a courteous manner and have instructed the resident engineer to take particular pains with this detour and inspect it daily to see that it is in a satisfactory condition.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

CC to
Wm. E. Chandler
R. A. Furrow

FORM S-A-1 7930 5M 8-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

171-a

26-5

OREGON STATE HIGHWAY COMMISSION

SALEM

March
17th
1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. W. DeSouza
Assistant Attorney
Office

Dear Sir:

This is in answer to your letter of March 12 relative to certain right-of-way agreements entered into with J. F. Parker in which the

"State Highway Commission shall cause to be placed on the present location of the residence, and after the removal of said residence therefrom, approximately one (1) foot of top earth".

Please be advised that this is the first information I have had of this agreement and am under the impression that it concerns the construction of the highway at Linnton which is under the supervision of Resident Construction Engineer Furrow. Therefore, it would seem that this is not a maintenance problem.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By J. N. Bishop

J. N. Bishop
Maintenance Engineer

JNB/er

cc R. H. Baldock
H. G. Smith
W. E. Chandler

Cost Analysis Final Report   March 9 1934   171-a

Lower Columbia River Highway- Multnomah County Line, Linnton, Section
Asphalt Concrete Paving
Contract 1506 Prefix 26PB   Parker Schram Contractors

Units #1,#2.and#3

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earning
Excavation Single Class.	2737.00	4871 cu yds	0.562	0.75	3653.25
Truck Haul	1350.00	2245 yd mi	0.60	0.15	336.74
12" Concrete Pipe	28.50	27 lf	1.056	1.50	40.50
15" " "	38.50	30 "	1.28	2.50	75.00
Dry Rubble Masonry	27.00	6.2 cu yds	4.35	8.00	49.60
Removal of old Pavement	188.20	700 sq yds	0.269	0.40	280.00
Class"A" Asphaltic Concrete	9920.20	1866.5 tons	5.31	5.75	10732.38
" "C" " "	14140.80	3144 "	4.50	4.80	15091.20
" "E" " "	1104.00	202.5 "	5.45	5.90	1194.75
Surface Finish Course	606.00	20669.5 sq yds	0.03	0.05	1033.46
Bottom Course Subbase and shoulder	5120.25	3210 cu yds	1.59	2.55	8185.50
Top " " " "	4480.00	1904 " "	2.35	2.75	5236.00
Gravel Screenings	12.60	6 " "	2.10	3.00	18.00
Filler	33.30	64 " "	0.52	0.60	38.40
Hauling Filler	35.60	190 yd mi	0.19	0,20	38.00
Roadbed Topping PA#1	947.65	997.5 cu yds	0.95	1.25	1246.88
Force Accouht	326.15				326.15
Totals Units I,2,and 3	41095.75				47575.81

Unit No4

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Excavation Single Class	318.50	928 cu yds	0.34	0.50	463.85
Removal of Old Pavement	115.50	271 sq yds	0.43	0.40	108.32
Class"A" Asphaltic Concrete	4198.00	742.5 tons	5.65	6.10	4529.25
" "C" " "	5142.45	1074 "	4.78	5.15	5531.10
" "E" " "	735.30	129 "	5.70	6.25	806.25
Surface Finish Coat	290.50	8543 sq yds	0.034	0.05	427.15
Bottom Course and Shoulders	1541.70	1109 cu yds	1.39	2.05	2273.45
Top " " "	1265.65	593 " "	2.13	2.25	1334.25
Filler	17.70	34 " "	0.52	0.60	20.40
Hauling Filler	6.15	27 " "	0.27	0.20	5.40
15" Concrete Culvert Pi	23.05	18 L.F	1.28	2.50	45.00
Truck Haul	17.78	48 yd mi	0.37	0.15	&&7.17
Total Unit 4	13672.28				15551.59
Grand Totals Units 1,2,3,&4	54768.03				63127.40

Gross Earnings	63127.40
Total Cost	54768.03
Net Profit	8359.37

Net Profit equals 15.26% of Cost

Cost Analy nal Report h 9 1934

Lower Columbia River Highway- Multnomah County Line Linnton, Section
Asphalt Concrete Paving. Contract 1506, Prefix 26PB

Parker and Schram- Contractors

Labor

Labor	13276.50	
Supervision (Superintendent and timekeeper $100.00	1265.50	
State Industrial Acc. Com. Insurance ($3.00 per $100.00	430.65	14972.65

Material

Grade "D" asphalt	368 ton	@	10.00	3680.00	
Grade "D" " Freight	"	@	7.70	2833.60	
Grade "D" " Demurrage				40.00	
Mineral Aggregate pea gravel	246 cu yds	@	1.60	393.60	
" " 2½ rock	24 " "	@	1.50	36.00	
" " screened gravel	726 " "	@	1.30	943.80	
" " river run	1091 " "	@	0.40	436.40	
" " crushed gr.	2736 " "	@	1.40	3830.40	
" " pea gravel	72 " "	@	1.50	108.00	
" " Screened gr.	176 " "	@	1.08	191.00	
" " filler	1200 " "	@	0.05	60.00	
Base course river run	4129 " "	@	0.40	1651.60	
" " quarry run	145 " "	@	0.50	72.50	
" " crushed rk	40 " "	@	1.70	68.00	
Top course crushed gr.	2451 " "	@	1.40	3431.40	
" " " "	49.5" "	@	1.50	74.25	
Screenings	6 " "	@	1.50	9.00	
12"Concrete Pipe	30 L.F.	@	0.55	16.50	
15" " "	48 " "	@	0.70	33.60	
					17909.65

Equipment rentals, supplies and Misc.

Equipment rental (State rate or actual rental paid)	6562.40	
Gas, oil and grease (not including hired trucks	1598.25	
Hired trucks	6586.10	
Parts and repairs	638.90	
Small tools supplies and miscellaneous	723.88	
Ribbons and stakes	784.55	
Fuel oil	625.37	
Electric power	415.03	
Bond 1% gross earnings	640.00	
Liability Insurance $0.83 per hundred based on PR	108.65	
Depreciation and interest on paving plant 7258 ton @ $0.20 per ton	1451.60	
Part of Portland office expense (3½ mo. @ $500.00 per mo.	1750.00	
		21885.73

Cost Grand Total $ 54768.03

Analysis Final Report March 9 1934

Lower Columbia River Highway- Multnomah County Line Linnton ,Section Asphaltic Concrete Paving, Contract 1506, Prefix 26PB

Parker and Schram Contractors.
Showing the average cost per ton for asphaltic Concrete, in place.

	Cost	Quantity of Asp. Conc. Produced	Unit Cost
Plant Rehabilitation	1717772	7258 tons	0.237
Operating Paving Plant	3132.98	"	0.432
Depreciation and Interest on Paving Plant	1451.60	"	0.200
Mineral Aggregate delivered at Plant	5999.80	"	0.827
UnloadingMin. Agg. from Barges, Stock Piling, Feeding, Conveyor, and Hauling Filler)	~~22201.42~~ 2201.42	"	0.303
Grade "D" asphalt, including freight and demurrage, 368 tons @ 17.70	6553.60	"	0.903
Hauling Asphaltic Concrete av.haul 7 mi	4584.79	"	0.632
Laying Asphaltic Concrete	3818.53	"	0.526
Headers	2741.39	"	0.378
Bond	393.10	"	0.054
Traffic Control, night watch, temporary construction and miscellaneous	893.15	"	0.123
Supervision and overhead expense (Including part of Portland office expense)	1976.60	"	0.272
	$35464.78		4.886

Gross Earnings on Asphaltic Concrete	39310.00	Average Earnings per ton	5.416
Total Cost Asphaltic Concrete	35464.78	Average Cost per ton	4.886
Profit on Asphaltic Concrete	$ 3855.22	Average Profit per ton	0.530

Profit on Asphaltic Concrete equals 10.9% of cost

Analysis Final Report March 9 1934

Lower Columbia River Highway- ltnomah County Line Linnton, S ion.
Asphaltic Concrete Paving Contract 1506 Prefix 26PB

Parker and Schram Contractors

Remarks;

This job was bid Sep.16 1933 The Contractor lost almost a month of good weather while repairing his paving plant and preparing for the job. Paving was started Oct. 12, and was completed Nov.22 Rainy weather, slowed progress and increased cost. Entire job was completed Jan.15, 1934. Most of the surfacing and shoulder gravel was furnished by the Columbia ~~River~~ Sand and gravel Company and was barged in. A gravel bunker was built on the slough near station 70 and the surfacing and shoulder gravel for units 2,1,and3 was hauled from this bunker. A bunker at Rocky Point , near Station 395, was leased and the surfacing and shoulder gravel for Unit #4 was hauled from this bunker. About 300cu yds of crushed gravel was purchased from the City Motor Trucking Co. quarry at Rocky Point.

? 33

The paving plant is located on Front Street near the Oceanic Terminal about 4½ milesfrom Linnton, the end of the job. This plant had been standing idle for about two years. High water had thrown the drier out of alignment and also had floated the asphalt storage tanks, breaking pipes and connections. Considerable work and several new parts were required to putthe plant in shape. The plant mixes 3,000 pounds per batch and has a rated capacity of 90 tons per hour. A steam boom equipped with a 1½ cu.yd. bucket used for unloading barges was out of repair and required considerable work. A P&H crane shovel was used to unlaod barges while the boom was being repaired.

Most of the mineral aggregate was purchased from the Columbia Sand & Gravel Co. and was barged in. About 400 cu yds of pea gravel and about 1400 cu yds of filler were hauled in by truck.

7258 tons of asphaltic concrete were produced, in 96 hours plant operating time; an average of 75 tons per hour. This does not include 66¾ (sixty six and three quarters) tons rejections. Operating time was only 29% of total time as follows;

Operating time	96	hours	equals	29%
Plant delays	91	"	"	28%
Truck and Street delay	37	"	"	11%
Weather delays	104	"	"	32%
Total	328	"	"	100%

Plant delays were mostly because the mineral aggregate was not properly graded and when screened at plant there would be a shortage of one or two sizes and a surplus of the other sizes. The plant would be delayed until all four bins were supplied with all four classes of material required. This also caused considerable lost motion and expense as the surplus material in the two and three bins would have to be pulled and hauled back to the stockpile.

Street delays were mostly due to the difficulty in preparing subgrade and laying ribbons. This was a very difficult section on which to prepare subgrade and lay ribbons due to ununiformity of the road bed, traffic conditions, rain and mud.

[illegible].A.Clymer

FORM 2-G-1 12683 500 12-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

X

26-2

171-a

March 8, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer
Office.

Dear Sir:

In the matter of damage to a pipe under the fill on the Linnton project in Multnomah County recently referred to this office, the following is a copy of a letter from Mr. Furrow reporting on the matter, which I think covers the situation for the present:-

> "In accordance with Mr. Baldock's letter to Mr. Miller, I called on Mr. Miller yesterday.
>
> The pipe to which he refers has already been covered to a considerable depth and as it is a wrought iron pipe, I do not believe there is much danger of its being broken by the weight of the fill. He has agreed to let the matter rest until the completion of the fill. If during the filling there is any evidence of the pipe being broken, I told him we would then take up the matter of relaying same."

Yours very truly,

W. E. Chandler

WM. E. CHANDLER
Division Engineer.

WEC:ZR

cc Mr. F. D. Eason

NOTED
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 6, 1934.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon USPW Project No. NRM 171-A, was made by a representative of this office on Feb.28, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By J F Cameron
J. F. Cameron
Asst.Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

Oregon USPW Project
NRH & NRM 171-A

March 5, 1934.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the above document was based, together with approved specifications.

Will you please furnish us with revised title sheets showing the new limits of the sections to be improved under this agreement.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Senior Highway Engineer

Encls.

#1506

171-a

March 1, 1934

Hartford Accident & Indemnity Company,
Jewett, Barton & Leavy, John Kern Co., Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1506 for the construction of the Multnomah County Line-Linnton Section of the Columbia River Highway in Multnomah County has been completed by the contractors, Parker-Schram Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after March 10, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any debts, [illegible] or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount [illegible] the above contractors in connection with this contract will be $63,113.85 including the final payment. Of this amount [illegible]26.15 [illegible] force account work.

Very truly yours,

Secretary.

Dist. by J. McFarland.

FORM 2-B-1 16456 500 2-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

171-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

February 26, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Theodore Arens,
10,800 N.E. Sandy Blvd.,
Portland, Oregon.

Dear Sir:

I am forwarding to you herewith a copy of a letter received from the Spokane, Portland and Seattle Railway Company.

Please be advised that it will be necessary for the State Highway Commission to pass along to you any claims made against them by the Railway Company due to work done under your contract.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

WEC:ER

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. F. D. Eason
Mr. R. A. Furrow

H. B. GLA[illegible]
E. B. ALDRICH, [illegible]
CARL G. WASHBURNE [illegible]
LESLIE M. SCOTT [illegible]

intendent

COPY

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

Office of Superintendent
Portland, Oregon.

February 19, 1934.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Northern Pacific Railway granted to the State of Oregon an easement on October 19, 1932, permitting certain encroachments, principally fills, upon the railroad right of way from Linnton west an approximate distance of three miles.

Work is again under way on this section of the highway and incidental to this work the contractor is doing considerable shooting in the vicinity of railroad mile posts 9 and 10. Wires are being cut by flying rock and it will be necessary that the railroad place a lineman at this location in order that service over the wires shall not be interrupted.

This matter is taken care of under Article 6 of the document which is referred to, wherein it states:

> "The Railway Company may employ a telegraph operator and a lineman and the State shall reimburse the Railway Company for all expense of such telegraph operator and lineman, together with the cost of supplies and equipment used by them."

This being in accordance with the provisions and understanding at the time easement was prepared in favor of the State, assume that the obligation for reimbursement to the Railway Company is in order upon rendition of bills covering time of lineman and any incidental material necessary to restore the line to its original condition.

Yours truly,

(Sgd) G. E. Votaw

Superintendent.

Form 338—4M—9-33.

N STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 24, 1934, 193

Section Multnomah Co. Line-Linnton Paving

Kind of work Grading & Paving

Highway Lower Columbia River

Section prefix 26 PB; NRH-171-A; NRM-171-A

Contractor Parker-Schram Co.

Contract number 1506

Date of contract Sept. 16, 1933, 193

Date of completion January 12, 1934, 193

Date work started Sept. 29, 1933, 193

Estimated date of completion , 193

Amount of contract $ 59,698.00

Per cent of time elapsed 46 %

Estimated cost of completed project, exclusive of engineering $ 63,697.63

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 3140.00, %

Date project was completed January 12, 1934, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Final estimate, profile, computations, etc., taken to Salem by myself Monday, February 19, 1934.

R. A. Furrow,
Resident Engineer.

RAF/AAO

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					2.12
Miles partially completed					2.12
Miles completed					2.12
Total estimated quantities					7330 T
Estimated quantities moved or placed to date					7160 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Showers		
Tuesday	Fair		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	Foggy		

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 18, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the estimate dated January 5, 1934, submitted as a basis for a modification of the project agreement for Oregon U. S. Public Works Project No. NRH & NRM 171-A.

As the estimate included the items for the Miller Creek Culvert in the Asphaltic Concrete portion of the project and as Mr. Probert advised by telephone that this portion of the project would be paved with asphaltic concrete by State Forces, the estimate has been recommended for approval as submitted with the understanding that Federal participation in the cost of the work done by the State forces will be subject to the usual force account regulations.

If you should decide not to request Federal Funds for the work done by the State Forces, the final voucher should show the work done on the Miller Creek Culvert portion of the project separately. The Federal Aid type would not be the same as the adjacent portions unless cooperation is requested on the pavement.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. ANDREWS
Senior Highway Engineer

REFERRED TO
Probert
By State Highway Engineer

January 18, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith three copies of an easement granted by the Northern Pacific Railway Company, which easement permits the construction of those portions of the Multnomah County Line-Linnton Section, Project 171-A, which encroach upon the railroad property. This easement does not cover the encroachment which is incurred by the construction of a concrete culvert at Miller Creek at approximately Sta. 43, as no encroachment was involved at that point by the work done under Project 171-A. However, it is our idea that the easement for the culvert construction will not be necessary in connection with the work done under Project 171-A, for the reason that the culvert construction is subsequent work being done under Project NRM 171-A, and the easement for its construction can be submitted at some later date.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

January 9, 1934

Mr. W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In connection with the Multnomah County Line-Linnton Section, Project No. 171-A, the P. S. & E. papers called for a complete regrading of the project upon new grade and alignment which, to considerable extent, required removal of the existing pavement. For the reason of the section being subject to heavy traffic, it is not practical to complete all of this regrading work until provision is made for an immediate repaving. Accordingly, the regrading under Project 171-A has been done only to the extent permissible without disturbing the existing pavement, and it is our request to final the project based on the now completed work. Our plan is to complete the project as funds become available, in a manner similar to that being performed on the sections under Projects No. NRH 171-A and NRM 171-A.

In anticipation to your approval of the above plan, we are enclosing herewith four copies of final voucher in amount of $37,146.38, and, likewise, a statement attached to the final estimate showing the sections on which regrading work was performed under Project 171-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

J-2

January 8, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Multnomah County Line-Linnton Section, Project No. NRH 171-A and NRM 171-A.

We are, likewise, enclosing five copies of price agreement number one, covering the construction of a 6 x 6 concrete culvert at Miller Creek. The culvert items have been included in the agreement estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. M. Probert
Office Engineer

Dist. by J. W. Nash/MB

Encl.

Oregon State Highway Department

National Recovery
Project No. 171-A

MULTNOMAH COUNTY LINE-PORTLAND SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices except as noted.)

Salem, Oregon, January 5, 1934

PROJECT NO. NRM-171-A

ASPHALTIC CONCRETE PAVEMENT

Unit No. 1 (Sta. 0+25 to 29+75)

1,900	cu. yds.	Excavation, Single Classification	$0.75	$ 1,425.00
1,900	yd. mi.	Truck Haul	0.15	285.00
10	cu. yds.	Dry Rubble Masonry	8.00	80.00
700	sq. yds.	Removal of Old Pavement	0.40	280.00
900	tons	Class "A" Asphaltic Concrete	5.75	5,175.00
1,600	tons	" " " "	4.80	7,680.00
200	tons	" " " "	5.90	1,180.00
10,000	sq. yds.	Surface Finish Coat	0.05	500.00
1,080	cu. yds.	Bottom Course of Sub-base and Shoulders	2.55	2,754.00
700	cu. yds.	Top Course of Sub-base and Shoulders	2.75	1,925.00
250	cu. yds.	Filler	0.60	150.00
250	yd. mi.	Hauling Filler	0.20	50.00
30	cu. yds.	Crushed Rock or Gravel Screenings	3.00	90.00
		Sub-total		$21,574.00
		10% Engr. & Cont.		2,157.40
		Total		$23,731.40

Length of Roadwork, Asphaltic Concrete Pavement 0.559 mile
Cost per mile $42,453.30

PROJECT NO. NRM-171-A

ASPHALTIC CONCRETE PAVEMENT

Units 2 and 3. (Sta. 29+75 to 54+50) (Sta. 70+00 to 93+00)

3,650	cu. yds.	Excavation, Single Classification	$0.75	$ 2,737.50
500	yd. mi.	Truck Haul	0.15	75.00

130	cu. yds.	Class "A" Concrete (agreed unit price)	$19.00	$2,470.00
25,000	lbs.	Metal Reinforcement " " "	0.05	1,250.00
50	cu. yds.	Structural Excavation " " "	1.50	75.00
30	lin. ft.	12-inch Concrete Pipe	1.50	45.00
30	" "	15-inch " "	2.50	75.00
968	tons	Class "A" Asphaltic Concrete	5.75	[illegible]
1,460	"	" "C" " "	6.80	[illegible]
210	"	" "E" " "	5.90	[illegible]
11,000	sq. yds.	Surface Finish Coat	0.05	550.00
1,020	cu. yds.	Bottom Course, Sub-base and Shoulders	2.55	2,601.00
700	" "	Top Course, Sub-base and Shoulders	2.75	1,925.00
230	" "	Filler	0.60	138.00
230	yd. mi.	Hauling Filler	0.20	46.00
40	cu. yds.	Crushed Rock or Gravel Screenings	3.00	120.00
				$25,989.50

Unit No. 4 (Sta. A15+00 to A52+00)

660	cu. yds.	Excavation, Single Classification	$ 0.50	$ 330.00
750	sq. yds.	Removal of Old Pavement	0.40	300.00
730	tons	Class "A" Asphaltic Concrete	6.10	4,453.00
1,060	"	" "C" " "	5.15	5,459.00
190	"	" "E" " "	6.25	1,187.50
8,500	sq. yds.	Surface Finish Coat	0.05	425.00
1,200	cu. yds.	Bottom Course, Sub-base and Shoulders	2.05	2,460.00
480	" "	Top Course, Sub-base and Shoulders	2.25	1,080.00
200	" "	Filler	0.60	120.00
200	yd. mi.	Hauling Filler	0.20	40.00
30	cu. yds.	Crushed Rock or Gravel Screenings	2.50	75.00
				$15,929.50

Sub-total	$41,919.00
10% Engr. & Cont.	4,191.90
Total.............	$46,110.90

Length of Roadwork, Asphaltic Concrete Pavement	1.563 miles
Length of 1 Bridge	0.038 "
Total Length, Units 2, 3 and 4	1.601 "
Cost per mile, roadwork	$29,501.53

PORTLAND CEMENT CONCRETE PAVEMENT

(Sta. 54+50 to 70+00) (Sta. 93+00 to 106+77.5) (Sta. 108+53 to 118+50)
(Sta. 162+00 to 214+80) (Sta. 215+70 to 264+00)

All Required		Removal of Old Bridges		$ 1,500.00
18,000	cu. yds.	Excavation, South of Sta. 118+50	$ 0.70	12,600.00
26,000	" "	" North " " "	0.27	7,020.00
23,000	yds. mi.	Truck Haul	0.14	3,220.00
90	lin. ft.	12-inch Concrete Pipe	1.00	90.00
80	" "	18-inch Corr. Iron Pipe	2.00	160.00
13,000	sq. yds.	Removal of Old Pavement	0.20	2,600.00
32,000	" "	Portland Cement Concrete Pavement	1.65	52,800.00
2,500	lin. ft.	Expansion Joints	0.20	500.00
18,000	" "	Contraction Joints	0.04	720.00
1,700	only	Dowels	0.20	340.00
14,000	lbs.	Tie Bars and Reinforcement	0.05	700.00
1,800	cu. yds.	Bottom Course, Rock Shoulders	1.60	2,880.00
1,300	" "	Top Course, Rock Shoulders	1.60	2,080.00
300	" "	Filler	0.50	150.00
300	yd. mi.	Hauling Filler	0.20	60.00
			Sub-total	$87,420.00
			10% Engr. & Cont.	8,742.00
			Total...............	$96,162.00

Length of Roadwork, Concrete Pavement — 2.649 miles
Cost per mile — $36,301.24

BRIDGE

McGARTY CREEK BRIDGE (STA. 214+80 to 215+70)

1,200	lin. ft.	Treated Piling	$0.90	$ 1,080.00
115	cu. yds.	Class "D" Concrete	17.00	1,955.00
25,000	lbs.	Metal Reinforcement	.047	1,175.00
34	M-FBM	Treated Lumber	75.00	2,550.00
190	lin. ft.	Composite Handrail	2.90	551.00
			Sub-total	$ 7,311.00
			10% Engr. & Cont.	731.10
			Total..............	$ 8,042.10

Length of Bridge 90 ft. 0.017 mile

SUMMARY OF FUNDS REQUESTED

	Total Cost	[illegible] Funds	[illegible] Funds
Roadwork:			
Asphaltic Concrete Pavement			
Unit #1	$ 23,731.40	$ 23,731.40	$ --
Units #2, #3 and #4	46,110.90	--	46,110.90
Portland Cement Concrete Pavement			
	96,162.00	--	96,162.00
Totals, Roadwork	$166,004.30	$ 23,731.40	$142,272.90
[illegible] Creek Bridge			
	8,042.10	--	8,042.10
Totals, All Work	$174,046.40	$ 23,731.40	$150,315.00

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRH 171-A &
NRM 171-A

Dec. 26, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered [illegible] project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer.

Encl.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRH 171-A &
NRM 171-A

Dec. 26, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal Aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer.

Encl.

Apr- 11924

Form P. R. 2

State Oregon

Project No. [illegible]-171, Section A

and [illegible]-171, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of November, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 13th day of October, 1931, a project statement, which was approved by the Secretary on the 30th day of November, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 2nd day of September, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

sixty-five thousand, six hundred sixty-seven and 80/100

dollars ($65,667.80) as the share of the United States payable under said act on account of Section A of said project, which is [illegible] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act. (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

NRM-171, Section A:
Between survey station 29+75 at west city limits of Portland and survey station 452+00 in the SE¼ of Sec.25, T 2 N, R 2 W (excepting therefrom the portions between survey stations 54+50 and 70+00, 93+00 and 415+00, and between 45+57.8 and 47+56.9)

, length 1.563 miles, in Multnomah County, being Section A of Oregon National Recovery ~~Hwy~~project No. NRM-171, consisting of 1.563 miles of roadway and no bridges, e~~ach o~~f more than 20 feet clear span, ~~of xxx miles in length~~.

NRM-171, Section A:
Between survey station 0+25 in the City of Portland in Sec.34, T 2 N, R 1 W, and survey station 29+75, the city limits of Portland, length 0.559 of a mile, in Multnomah County, being Section A of Oregon National Recovery Municipal project No. NRM-171, consisting of 0.559 of a mile of roadway;
known locally as the Multnomah County Line-Portland Section of the Columbia River Highway between official control points Astoria and Portland.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The total amount of Federal funds allotted to this project is $65,667.80. Of this amount $41,936.40 is to be charged to the NRH portion of the project, and $23,731.40 is to be charged to the NRM portion.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixty-five thousand, six hundred sixty-seven and 90/100 dollars ($ 65,667.90), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~ is ~~[illegible]~~ ~~[illegible]~~, the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

RICKEN OUT

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixty-five thousand, six hundred sixty-seven and 50/100), certified to the Secretary of the Treasury as above mentioned, which is

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 12 day of Dec, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By P St J Wilson
Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. NRH-171-A and NRM-171-A. State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 65,667.00 as the total estimated cost of said project, and the sum of $ 65,667.00 as the share of the United States, payable under said acts on account of such project, which is the [redacted]l p[redacted] total estimated cost.

Done at the city of Washington, this 12 day of Dec. one thousand nine hundred and thirty-three

Secretary of Agriculture
[redacted]

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

OMS By P. St. J. Wilson
Acting Chief, Bureau of Public Roads

171-a

December 26, 1933

Barham Bros & Henningsen
1010 North 18th St.
Salem, Oregon

Gentlemen:

We hand you herewith for your records and files an executed copy of the contract awarded to you by the State Highway Commission for the construction of a bridge over McCarty Creek near Portland on the Lower Columbia River Highway in Multnomah County.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:
jn

171-a

December 8, 1933

Barham Bros. and Hemmingsen
Salem
Oregon

Gentlemen:

This is to notify you that the State Highway Commission has awarded to you the contract for the construction of a bridge over McCarty Creek on the Columbia River Highway in Multnomah County at your bid price of $7,311.00 submitted on December 7.

Contract forms will be sent you shortly for your execution; in the meantime you may consider this letter your authority to proceed at once with your construction operations.

Very truly yours

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon NRH 171-A, bridge over McCarty Creek on the Columbia River Highway near Burlington, to Barham Bros. & Henningsen, Salem, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

FORM 5-B-1 11786 500 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

November 28, 1933.

IN REPLY PLEASE REFER TO FILE NO.
26 PC

Mr. W. H. Lynch,
U.S. Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

Replying to your letter of November 16th with respect to the 6x6 concrete box culvert to be constructed at Miller Creek on the Columbia River Highway, being the Theodore Arenz contract NRH 171-A, and with particular reference to the third paragraph in your letter in which you desire additional information:-

The grading contract above referred to provided for a waste of some 11,451 cubic yards of material, whereas it was planned to reconstruct the Miller Bridge by widening same under a separate contract.

It developed that the cost of widening this concrete structure would entail an expenditure of some $8,000 to $10,000, and the building of this box culvert will cost approximately $3,900. It was, therefore, deemed advisable to build the box culvert and use this waste material to fill across the Miller Creek gulch, making a half-viaduct section instead of the bridge reconstruction.

Yours very truly,

F. D. EASON
Assistant Division Engineer.

FDE:ZR

cc Mr. Wm. E. Chandler
copy S.H. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

November 16, 1933

RECEIVED
NOV 17 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to telephone request by Mr. Eason, as of Nov. 13, for the inclusion of a 6x6 box culvert at Miller Creek to replace the contemplated widening of the present bridge, Oregon National Recovery Highway Project No. NRH 171-A.

In view of your assertion as to the urgent necessity of the construction of this culvert to provide immediate employment on the rock work, we have no objection to the execution of a supplemental agreement with the contractor providing his prices are fair and reasonable.

It is not clear why this rock, which according to the contract was to be wasted, can be more readily moved by the construction of this culvert. We would like your advice as to this feature.

Culvert plans, supplemental agreement and revised estimate should be submitted promptly.

Very truly yours,

WHLynch

W. H. LYNCH,
District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
NOV 24 1933
OREGON
STATE HIGHWAY COMMISSION

November 22, 1933

R. H. Baldock
StateHighway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRH 171-A, Linnton-Multnomah County Line section of the Columbia River Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

It is our understanding that you plan to replace a part of the NRH Funds allotted to this project with the excess Federal Aid Funds which will be released upon the payment of the final voucher for the regular Federal Aid project. In order to avoid the necessity for modification of the project agreement more than once, we suggest that approval of the regular Federal Aid project as constructed be requested as a minor change under Regulation 6, Section 10, as soon as possible, and that the request for modification be withheld until approval is received and low bid prices for the McCarty Creek Bridge are available. Of course, if immediate modification to include the Portland cement concrete pavement is essential to permit prompt payment to contractors, we will so recommend.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

November 21, 1933

171-a

Mr. Wm. E. Chandler
Office

Dear Sir:

Please give me a full report of the necessity for this authority for additional expenditure. You will note that the price of $2.55 per yard is a very material sum and all out of proportion to the cost of placing this material. I fail to understand why you did not include it in your preliminary estimate which would have augmented the quantities and tended to decrease the unit price.

Very truly yours,

State Highway Engineer

RMB:HI

(Multnomah Co. Line-Linnton Paving)

FORM 2-6 1 11750 F00 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL ~~G. WASHBURNE~~, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

171-a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

November 9, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith,
Construction Engineer
Office.

CONSTRUCTION ENGINEER

Dear Sir:

With reference to the comparative estimate for asphaltic and concrete pavement on the Columbia River Highway north of Linnton, with the attached notation by Mr. Nims, I have again gone over these figures and submit the following:-

On units one, two and three of the Parker-Schram contract the various items for asphaltic concrete and surface finish amounts to $1.38 per square yard. Allowing for a small amount of pavement removal, which I failed to note in the first estimate, brings this to a cost of $1.44 per square yard. Again, allowing for one-half the quantity of sub-base and top material provided for shoulders and sub-base under pavement, the cost is increased to $1.61 per square yard. It would hardly seem right to add into this cost the full amount of the shoulders, filler and screenings unless same were added into a like concrete construction, to which it is to be compared.

On unit four the asphaltic concrete items, surface finish and removal of old pavement amounts to $1.39 per square yard. Adding to this also one-half the quantity provided for shoulders and base, which might be used under the new ~~concrete~~ asphalt pavement, it brings the cost to $1.60 per square yard.

The comparison which I made originally was for the actual cost of the ~~concrete~~ asphalt pavement as contracted, compared to the cost of doing this same piece of work with Portland cement concrete pavement at the prices Mr. Arenz submitted on the adjoining contract.

Mr. Arenz's prices were $0.40 per square yard for pavement removal, $1.60 per square yard for new concrete pavement, and the various items of expansion and contraction joints and steel approximated $0.06 per square yard, making a total of $2.06 per square yard.

(Copy made for Chas. B. Nims)

November 9, 1933.

Mr. H. G. Smith - #2.

Pavement removal is provided for the entire existing pavement, rather than raise the grade to construct the new concrete pavement over the existing pavement. This procedure would require a sand cushion and small amount of filling in order to even the base up for the new pavement, and likewise would require a much greater amount of shoulder rock. I roughly estimated that the cost of removing the old pavement would likely be cheaper than such double deck construction.

Mr. Nims' ~~comparison~~ estimate, as shown on the pencil notation, is for the cost of the Parker-Schram asphaltic concrete pavement covering 2.12 miles, including all sub-base, shoulder material, filler and pavement removal. This is compared with Mr. Arenz's contract adjoining for 2.65 miles of Portland cement concrete pavement, which includes shoulder rock and other items in connection with the pavement itself. This he has reduced to a square yard basis for comparison.

His statement would indicate that the cost of the concrete pavement per mile on Mr. Arenz's job is less than the cost per mile of asphaltic concrete on the Schram Company job. This is admittedly so, but is an entirely different comparison than the one I have made. I believe we have conceded that some jobs can be constructed with concrete pavement as cheaply as new asphaltic pavement. In this particular case the Schram contract is a surfacing and widening of the old existing asphaltic pavement. As I stated before, the comparison I have made is on the basis of a Portland cement concrete pavement construction over this same stretch which would require the removal of all this old existing pavement, thus increasing the cost considerably; or as an alternate building the new concrete on a cushion base over the existing pavement and building up the rock shoulders to correspond.

Yours very truly,

F. D. Eason

F. D. EASON
Assistant Division Engineer.

FDE:ZR

cc Mr. Wm. E. Chandler

ulton road County Line - Linnton

Parker Schram Asph Conc 2.12 mi		Theodore Areng Conc 2.65 mi	
2630 tons Class "A" Asph Conc	15,385	32,000 sq. yds. conc	52,800.
4120 " " C " "	20,147		
600 " " E " "	3,606.50		
29500 sq. yds. surf. fixed coat	1,475.		
3300 / 1880 cu. yds. bottom course rock	7,815	1800 cu. yds	2,880
100 " top " "	4,930	1300 "	2,080
680 " screenings	285		
filler	408	300 "	150
680 yd. mile haul filler	136	300 yd mile	60
1450 " remove old pavement	580	13,000 sq. yds.	2,600.
		2500 lin ft exp. jts.	500.
		18,000 " cont jts	720.
		1700 dowels	340.
		14000 lbs to be used	700.
	54767.50	32000 sq yds	62,830.

29500 sq. yds = 1.86 per sq yd

or 2.12 miles @ 25,830 per mi

= 1.96 per sq yd.

or 2.65 miles @ 23,710 per mi.

F.D.E.

8 577/3 5/1/3 5/1

COMPARATIVE ESTIMATE

LINNTON ASPHALTIC CONCRETE PAVEMENT

21,000 sq. yds. at (bid items) average cost - 1.38 per sq. yd.	$ 28,967.00

Estimate for Concrete Pavement

Pavement removal	.40	per sq.yd.
New Concrete pavement	1.60	" " "
Expansion Joints, etc.	.06	" " "
Total	2.06	" " "

F.D.E.

171-a

November 9, 1933

Mr. Theo. Arenz
Guaranty Building
Portland, Oregon

Dear Sir:

We are mailing you by express an executed copy of the contract that was awarded to you by the State Highway Commission for the construction of the Multnomah County Line-Linnton Section of the Columbia River Highway in Multnomah County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

October 28, 1933

Mr. R. A. Furrow
P. O. Box 2562
Portland, Oregon

Dear Sir:

On the day that work is started on the Theodore Arang contract for paving on the Multnomah County Line-Linnton Section of the Columbia River Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as contract No. 1530, National Recovery Highway Project 171-A.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MR

cc Mr. W. E. Chandler

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

October 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract as of this date for Oregon NRH 171-A, Multnomah Co. Line-Portland section of the Columbia River Highway, to Theo Arenz, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 12, 1933

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 7, submitting plans, specifications and estimate for Oregon NRH 171-A, concrete paving, and requesting information concerning the finalling of Oregon F.A.P. 171-A on the basis of the work now completed.

In order to final the Federal Aid project, you should submit a request for approval of the project as actually constructed and the elimination of the work not completed as a minor change under Regulation 6, Section 10.

The request should be accompanied by a statement showing the work contemplated under the regular Federal Aid agreement, the work actually completed under the Federal Aid agreement, and any work mentioned in the original agreement which will be done with National Recovery Funds, giving the stationing and lengths of the various sections. A statement should be made as to why it has not been feasible to complete the entire improvement contemplated by the regular Federal Aid agreement. When we have received this information, we will recommend approval, but we cannot state definitely, at this time, that approval will be granted.

Upon approval of the change, the final voucher for the completed work may be submitted. The excess funds will be released and made available for reallotment when the final voucher is paid.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

FORM 2-K-1 11400 500 9-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

171 a

October 11, 1933

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

You have requested an opinion from us on the facts and point set out in the following paragraph.

It appears that S. H. Newell is a subcontractor hauling paving materials under his subcontract with Parker-Schram Company on the Multnomah County Line-Linnton section,and in this hauling work Mr. Newell proposes to haul loads of paving material which exceed the maximum statutory permissible loads per axle and come within the other maximum load factors provided by the statute. It appears that in so far as the State Highway Commission is concerned all hauling of this nature is done within the limits of the project under construction, and your question is as to whether or not the State Highway Commission can issue a permit or allow the hauling of loads in excess of the maximum weights per axle above mentioned.

In this question there is involved the point as to whether or not there is any criminal violation of the statutes relating to maximum load limits in the activity referred to, at least in so far as any state highway is involved.

It is our understanding that the state highway section under contract begins at the city limits of Portland and extends northerly along the Lower Columbia River Highway. There is some hauling involved within the city limits of Portland but we do not pass upon the question involved in hauling over city streets.

Chapter 360 of Oregon Laws, 1931, repealed practically all of the prior existing statutes and set up a new motor vehicle code. Section 4 thereof reads in part as follows:

> "The provisions of this act shall not apply to persons, teams, motor vehicles and other equipment while actually engaged in work upon the surface of a highway but shall apply to such persons and vehicles when traveling to or from such work."

Sections 78 and 79, as amended by Chapter 288, Laws of 1933, and Section 80 of Chapter 360 above referred to relate to the load limits for motor vehicles and in our opinion are qualified by the exception set out in

Section 4.

It therefore is our opinion that S. H. Newell would be violating no load limit statute in so far as his operations are carried on "while actually engaged in work upon the surface" of the section of highway above referred to between the city limits of Portland at Linnton and the Multnomah County Line.

Yours very truly,

J. M. DEVERS

By J.W. DeSouza

J. W. DeSOUZA
Assistant Attorney

JWD:AW

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

October 10, 1933

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRH 171-A, the Multnomah County Line-Portland section of the Columbia River Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

In order to facilitate the handling of vouchers and other documents for this project, we are requesting that the asphaltic concrete contract, the cement concrete contract, and the bridge contract which is yet to be submitted, be vouchered separately.

Very truly yours,

W. H. LYNCH
District Engineer

By

Sr. Highway Engineer

October 7, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany concrete paving specifications for the Multnomah County Line-Portland Section, Project No. NRM and NRH 171-A. Five bid proposals and five blueprint copies each of the paving detail sheet and summary sheet are being sent under separate cover.

We have set up the estimate on the basis that all work is to be paid for from National Recovery Funds, but it is our desire to include Federal Aid Funds in the project if such is possible. However, the grading of the project was placed under agreement to provide for payment of the maximum allowable Federal Aid Funds and for the reason that the original project has not been finaled, we cannot request Federal Aid funds for the proposed paving work at this time. However, we would appreciate a decision from you concerning the finaling of the original project, based upon the now completed work, this procedure releasing a portion of the obligated regular Federal Aid funds, which will be then placed back into the project in connection with this new paving work being done as National Recovery Projects.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery
Project No. 171-A

MULTNOMAH COUNTY LINE-PORTLAND SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans for McCarty Creek Bridge. Not as basis for project agreement.)

Salem, Oregon, November 21, 1933

PROJECT NO. NRM-171-A

ASPHALTIC CONCRETE PAVEMENT

Unit No. 1 (Sta. 0+25 to 29+75)

1,900	cu. yds.	Excavation, Single Classification	$ 0.75	$ 1,425.00
1,900	yd. mi.	Truck Haul	0.15	285.00
10	cu. yds.	Dry Rubble Masonry	8.00	80.00
700	sq. yds.	Removal of Old Pavement	0.40	280.00
900	tons	Class "A" Asphaltic Concrete	5.75	5,175.00
1,600	tons	" "C" " "	4.80	7,680.00
200	tons	" "E" " "	5.90	1,180.00
10,000	sq. yds.	Surface Finish Coat	0.05	500.00
1,080	cu. yds.	Bottom Course of Sub-base and Shoulders	2.55	2,754.00
700	cu. yds.	Top Course of Sub-base and Shoulders	2.75	1,925.00
250	cu. yds.	Filler	0.60	150.00
250	yd. mi.	Hauling Filler	0.20	50.00
30	cu. yds.	Crushed Rock or Gravel Screenings	3.00	90.00
		Sub-total		$ 21,574.00
		10% Engr. & Cont.		2,157.40
		Total....................		$ 23,731.40

A

Length of Roadwork, Asphaltic Concrete Pavement 0.559 mile
Cost per mile $ 42,453.30

PROJECT NO. NRM-171-A

ASPHALTIC CONCRETE PAVEMENT

Units 2 and 3. (Sta. 29+75 to 54+50) (Sta. 70+00 to 95+00)

3,650	cu. yds.	Excavation, Single Classification	$ 0.75	$ 2,737.50
500	yd. mi.	Truck Haul	0.15	75.00
130	cu. yds	Class A Concrete	(agreed unit price) 19.00	2,470.00
25,000	lbs	Metal Reinforcement	(" " ") 0.05	1,250.00
50	cu yds	Structure Excavation	(" " ") 1.50	75.00

30	lin. ft.	12-inch Concrete Pipe	$ 1.50	$ 45.00
30	" "	15-inch " "	2.50	75.00
900	tons	Class "A" Asphaltic Concrete	5.75	5,175.00
1,400	"	" "C" " "	5.00	7,000.00
210	"	" "B" " "	5.90	1,239.00
11,000	sq. yds.	Surface Finish Coat	0.05	550.00
1,080	cu. yds.	Bottom Course, Sub-base and Shoulders	2.25	2,430.00
700	" "	Top Course, Sub-base and Shoulders	2.75	1,925.00
300	" "	Filler	0.60	180.00
200	yd. mi.	Hauling Filler	0.20	40.00
40	cu. yds.	Crushed Rock or Gravel Screenings	3.00	120.00
				~~$ [illegible]~~ 25,989.50

Unit No. 4 (Sta. 415+00 to 450+00)

460	cu. yds.	Excavation, Single Classification	$ 0.50	$ [illegible]
750	sq. yds.	Removal of Old Pavement	0.40	300.00
730	tons	Class "A" Asphaltic Concrete	6.10	4,453.00
1,060	"	" "C" " "	5.15	5,450.00
190	"	" "B" " "	6.25	1,187.50
8,500	sq. yds.	Surface Finish Coat	0.05	425.00
1,200	cu. yds.	Bottom Course, Sub-base and Shoulders	2.05	2,460.00
400	" "	Top Course, Sub-base and Shoulders	2.50	1,000.00
200	" "	Filler	0.60	120.00
200	yd. mi.	Hauling Filler	0.20	40.00
30	cu. yds.	Crushed Rock or Gravel Screenings	2.50	75.00
				$ 15,929.50

Sub-total	~~$ [illegible]~~	41,919.00
10% Engr. & Cont.	~~[illegible]~~	4,191.90
Total....................	~~$ [illegible]~~	46,110.90

Length of Roadwork, Asphaltic Concrete Pavement	1.563 miles
Length of 1 Bridge	0.038 "
Total Length, Units 2, 3 and 4	1.601 "
Cost per mile, roadwork	~~$ 26,830.71~~ 29,501.53

A

A

A

PORTLAND CEMENT CONCRETE PAVEMENT

(Sta. 54+50 to 79+00) (Sta. 93+00 to 106+77.5) (Sta. 108+53 to 118+50)
(Sta. 162+00 to 214+80) (Sta. 215+70 to 264+00)

Quantity	Unit	Item	Unit Price	Amount
All Required		Removal of Old Bridges		$ 1,500.00
18,000	cu. yds.	Excavation, South of Sta. 118+50	$ 0.70	12,600.00
26,000	cu. yds.	" North " " "	0.27	7,020.00
23,000	yd. mi.	Truck Haul	0.14	3,220.00
90	lin. ft.	12-inch Concrete Pipe	1.00	90.00
80	lin. ft.	18-inch Corr. Iron Pipe	2.00	160.00
13,000	sq. yds.	Removal of Old Pavement	0.20	2,600.00
32,000	sq. yds.	Portland Cement Concrete Pavement	1.65	52,800.00
4,500	lin. ft.	Expansion Joints	0.20	900.00
18,000	lin. ft.	Contraction Joints	0.04	720.00
1,700	only	Dowels	0.20	340.00
14,000	lbs.	Tie Bars and Reinforcement	0.05	700.00
1,600	cu. yds.	Bottom Course, Rock Shoulders	1.60	2,560.00
1,300	cu. yds.	Top Course, Rock Shoulders	1.60	2,080.00
300	cu. yds.	Filler	0.50	150.00
300	yd. mi.	Hauling Filler	0.20	60.00
		Sub-total		$ 87,420.00
		10% Engr. & Cont.		8,742.00
		Total..................		$ 96,162.00

Length of Roadwork, Concrete Pavement	2.649 miles
Cost per mile	$ 36,301.24

BRIDGE

McCARTY CREEK BRIDGE (STA. 214+80 to 215+70)

Quantity	Unit	Item		Unit Price	Amount	
1,200	lin. ft.	Treated Piling	.90	$ 1.00	~~$ 1,200.00~~	1080.00
115	cu. yds.	Class "D" Concrete	17.00	22.00	~~2,530.00~~	1,955.00
25,000	lbs.	Metal Reinforcement	.047	0.055	~~1,375.00~~	[illegible]
34	M-FBM	Treated Lumber	75.00	85.00	~~2,890.00~~	2,550.00
190	lin. ft.	Composite Handrail	[illegible]	4.00	~~760.00~~	[illegible]
		Sub-total			~~$ 8,755.00~~	7,311.00
		10% Engr. & Cont.			~~875.50~~	731.10
		Total..................			~~$ 9,630.50~~	[illegible]

Length of Bridge 90 ft. 0.017 mile

SUMMARY OF FUNDS REQUESTED

	Total Cost	NRM Funds	NRH Funds
Roadwork:			
Asphaltic Concrete Pavement			
Unit #1	$ 23,731.40	$ 23,731.40	$ - -
Units #2, 3 and 4	41,936.40	- -	41,936.40
Portland Cement Concrete Pavement	96,162.00	- -	96,162.00
Totals, Roadwork	$161,829.80	$ 23,731.40	$138,098.40
McCarty Creek Bridge	$ 9,630.50	- -	$ 9,630.50
Totals, All Work	$171,460.30	$ 23,731.40	$147,728.90

October 7, 1933

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

By express we are today forwarding an executed copy of the contract awarded to you on September 16, 1933 for the construction of the Multnomah County Line-Linnton Section of the Columbia River Highway in Multnomah County. This is for your records and filed.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

jn

Oct. 2, 1933.

Parker-Schram Company, General Constructors,
511 Couch Street,
Portland, Oregon.

Gentlemen:

This will acknowledge receipt of your letter of the 28th ultimo regarding a contract recently awarded you by the State Highway Commission for the construction of the Multnomah County-Linnton Section of the Columbia River Highway in Multnomah County; also four copies of the contract and bond which were received today by express. These contracts will be presented to the State Highway Commission at once for execution, following which one copy will be delivered to you for your records and file and one copy to the surety on this bond.

I am asking our office engineer, Mr. S. N. Probert, to forward you the additional copy of the standard specifications and the extra copy of the plans and special provisions covering this particular project.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:b
cc: S. N. Probert

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

CHAS. T. PARKER
CARL A. SCHRAM

PORTLAND, OREGON

RECEIVED
OCT 2 - 1933
OREGON
STATE HIGHWAY COMMISSION

September 29, 1933

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Complying with your request of September 21st;

We are returning by express all four copies of Contract No. 1506 awarded this firm by the State Highway Commission for the construction of 2.12 miles of Asphaltic Concrete Pavement on the Multnomah County line - Linnton Section of the Columbia River Highway in Multnomah County.

All four copies of the contract and bond have been executed by both partners in accordance with your wishes, and we understand that two copies will be returned after approval by the Highway Commission - one for our files and one for the surety on our bond.

Grade stakes on this work are being set by the Resident Engineer today and actual construction operations on the contract items will begin in earnest tomorrow. During the interim, we have been proceeding with the rehabilitation of our Asphaltic Concrete Plant on North Front Street, the securing of forms and necessary equipment, and this preliminary work has now progressed to the point where we anticipate that we will be ready for the laying of pavement by the end of next week, weather permitting. To facilitate our operations, we will be pleased to have you forward us by return mail, one additional copy of your Standard Specifications and two or three extra copies of the plans and Special Provisions covering this particular contract.

It has always been the policy of this firm to operate under the terms of the Workmen's Compensation Act of the State of Oregon on any work performed within this State - hence our operations under this contract will be carried on in strict compliance with the terms of that Act and in complete cooperation with the requirements of the State Industrial Accident Commission.

Yours very truly,

PARKER-SCHRAM COMPANY

By CASchram

CAS:AC

September 22, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for bituminous concrete pavement on the Multnomah County Line-Portland Section, Project Nos. NRH 171-A and NRM-171-A. When the Specifications for this work were submitted, we prepared separate estimates for the NRM and NRH Projects, but your letter of September 2nd implies that you prefer to have the estimates combined, and we have, accordingly, prepared the agreement estimate in that manner.

As suggested in your letter, the title sheet has been revised to show the limits of the units on which paving work is to be done. Five blueprint copies of the revised sheet are being sent under separate cover.

Mention is made in your letter that the widths for typical paving Section "C" and "D" are not shown on the section sheet. These widths are given on the drawing as "W", the dimensions for which are located just above the typical sections.

With reference to your suggestion that station limit designation be given for each of the paving sections to be used, please be advised that the drawings were prepared to show typical conditions which exist on the project, and to show the manner of constructing the new pavement for those various conditions rather than to show the cross-section for any particular portion of the work. For this reason it does not appear practical to identify the exact limits where each of the sections is to be used.

The item of "Surface Finish Coat," which through an oversight was left out of the P.S. & E. papers, has been included in the agreement estimate and the summary sheet. Five blueprint copies of the revised summary sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MH

Encl.

Oregon State Highway Department

National Recovery
Project No. 171-A

MULTNOMAH COUNTY LINE-PORTLAND SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 20, 1933

PROJECT NO. NRM-171-A

Unit No. 1 (Sta. 0+25 to 29+75)

1,900	cu. yds.	Excavation, Single Classification	$ 0.75	$ 1,425.00
1,900	yd. mi.	Truck Haul	0.15	285.00
10	cu. yds.	Dry Rubble Masonry	8.00	80.00
700	sq. yds.	Removal of Old Pavement	0.40	280.00
900	tons	Class "A" Asphaltic Concrete	5.75	5,175.00
1,600	"	" "C" " "	4.80	7,680.00
200	"	" "E" " "	5.90	1,180.00
10,000	sq. yds.	Surface Finish Coat	0.05	500.00
1,080	cu. yds.	Bottom Course of Sub-base and Shoulders	2.55	2,754.00
700	" "	Top Course of Sub-base and Shoulders	2.75	1,925.00
250	" "	Filler	0.60	150.00
250	yd. mi.	Hauling Filler	0.20	50.00
30	cu. yds.	Crushed Rock or Gravel Screenings	3.00	90.00
		Sub-total		$ 21,574.00
		10% Engr. & Cont.		2,157.40
		Total........................		$ 23,731.40

Length of Roadwork 0.559 miles
Cost per mile $ 42,453.30

PROJECT NO. NRM-171-A

Units 2 and 3, (Sta. 29+75 to 54+50) (Sta. 70+00 to 93+00)

3,650	cu. yds.	Excavation, Single Classification	$ 0.75	$ 2,737.50
500	yd. mi.	Truck Haul	0.15	75.00
30	lin. ft.	12-inch Concrete Pipe	1.50	45.00
30	" "	15-inch " "	2.50	75.00
980	tons	Class "A" Asphaltic Concrete	5.75	5,635.00
1,460	"	" "C" " "	4.80	7,008.00
210	"	" "E" " "	5.90	1,239.00

11,000	sq. yds.	Surface Finish Coat	$ 0.05	$ 550.00
1,020	cu. yds.	Bottom Course, Sub-base and Shoulders	2.55	2,601.00
700	" "	Top Course, Sub-base and Shoulders	2.75	1,925.00
230	" "	Filler	0.60	138.00
230	yd. mi.	Hauling Filler	0.20	46.00
40	cu. yds.	Crushed Rock or Gravel Screenings	2.50	100.00
				$ 22,184.50

Unit No. 4. (Sta. 415+00 to 458+00)

660	cu. yds.	Excavation, Single Classification	$ 0.50	$ 330.00
750	sq. yds.	Removal of Old Pavement	0.40	300.00
730	tons	Class "A" Asphaltic Concrete	6.10	4,453.00
1,060	"	" "C" " "	5.15	5,459.00
190	"	" "E" " "	6.25	1,187.50
8,500	sq. yds.	Surface Finish Coat	0.05	425.00
1,200	cu. yds.	Bottom Course, Sub-base and Shoulders	2.05	2,460.00
480	" "	Top " " " " "	2.25	1,080.00
200	" "	Filler	0.65	130.00
200	yd. mi.	Hauling Filler	0.20	40.00
30	cu. yds.	Crushed Rock or Gravel Screenings	2.50	75.00
				$ 15,939.50

Sub-total	$ 38,124.00
10% Engr. & Cont.	3,812.40
Total..................	$ 41,936.40

Length of Roadwork	1.563 miles
" " 1 Bridge	0.035 "
Total length, Units 2, 3 and 4	1.598 "
Cost per mile, roadwork	$ 26,830.71

National Recovery Municipal Funds Requested (Unit No. 1)	$ 25,751.40
National Recovery Highway Funds Requested (Units 2, 3 and 4)	$ 41,936.40

State Funds for Construction; Chap. 175, laws 1917. Chap. 31, laws 1930
State Funds for Maintenance; Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

September 2, 1933

RECEIVED
SEP 11 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRM and NRH 171-A, the Multnomah County Line-Portland section of the Columbia River Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and bid tabulation will be appreciated.

The plans for any project involving second stage construction which covers only portions of the original project should include a title sheet indicating the sections on which work is to be done. We note that the stationing of the units to be improved is stated in the special provisions, but nevertheless we feel that the record would be much more complete if we had the title sheet. The width of typical sections C and D is not shown.

The typical section sheet should indicate the stations between which each of the sections is to be used, with the exception of Section B, which apparently merely shows superelevated sections to be used where required. The minimum thickness of subbase should also be shown on the typical section sheet.

The matter of unit designation was discussed over the phone by Messrs. Probert and Davis. Our Regional Office advises that it would be less confusing if the estimate were divided under the main headings "NRH 171-A" and"NRM 171-A". Under the first heading would come Unit 1 and under the second heading Units 2, 3 and 4. The unit designation would then conform to the designation used in the specifications and on the typical section sheet.

Please submit title sheets and revised typical section sheets as above described.

Will you kindly advise as to probable date of contract for widening of the bridge between Station 45+57.8 and Station 47+56.9?

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

171-a

September 19, 1933

Parker-Schram Company
515 Couch Building
Portland, Oregon

Gentlemen:

For use in connection with the Multnomah County Line-Linnton Paving Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, 836 S. W. First Avenue, Portland, Oregon.

A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc W. L. Chandler
cc E. A. Furrey

Encl.

C 6

September 18, 1933

Mr. R. A. Furrow
Resident Highway Engineer
Multnomah, Oregon

Dear Sir:

On the day that work is started on the Parker-Schram Co. contract for paving the Multnomah County Line-Linnton Section of the Columbia River Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as Contract No. 1506, National Recovery Municipal Project 171-A, if work is started first on Unit No. 1. If work is started first on Units 2, 3 or 4, the project should be referred to as Contract No. 1506, National Recovery Highway Project 171-A. Please note that Unit No. 1 is on Municipal Project 171-A, and Units 2, 3 and 4 are on Highway Project 171-A.

When work is started on the project other than the one first reported, you will please advise Mr. Lynch of the beginning date of work by letter.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch, as well as a copy of your letter to Mr. Lynch, should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by R. Alvick/ME
cc Mr. W. E. Chandler

171-a

September 18, 1933

Parker-Schram Co.
515 Couch Building
Portland, Oregon

Gentlemen:

This letter is to inform you officially that at the meeting held on September 16, 1933 the State Highway Commission awarded to you the contract for the 2.12 miles of pavement on the Multnomah County Line-Linnton Section of the Columbia River Highway in Multnomah County, at the bid price submitted by you on that day.

You may consider this letter as your authority and our request to immediately start construction operations. The contract forms are now being prepared and will be mailed to you for execution within the next few days.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

September 16, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH and NRM 171-A, Multnomah County Line-Linnton section of the Columbia River Highway, to Parker-Schram Co., Portland, Oregon, who submitted the low bid of $59,698.00.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Status of Linnton Emergency Job

Total Cost to May 28, 1932	$290,701.62
Expended July 18 to Dec. 17, 1932	135,145.92
Estimated Cost to Complete	59,152.46
Total Estimated Cost	$485,000.00

Status on Jan. 1, 1933	
Estimated Cost to date	$441,000.00
Unexpended balance	44,000.00

Status on Jan. 15, 1933	
Estimated Cost to date	$456,000.00
Unexpended balance	29,000.00

Status on Feb. 1, 1933	
Estimated Cost to date	$471,000.00
Unexpended balance	14,000.00

NOTED
Highway Engineer

At the present rate of progress, it is estimated that thed work will be completed and the funds exhausted about February 15, 1933.

August 31, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany asphaltic paving specifications for Units 2, 3 and 4, Multnomah County Line-Portland Section, Project No. NRM-171-A. Five bid proposals are being sent under separate cover. The typical section and quantity sheet for Project NRM-171-A includes the sections and quantities for this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-171-A

UNITS NO. 2, 3 AND 4 OF THE MULTNOMAH COUNTY LINE-PORTLAND SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany asphaltic concrete paving specifications. Not as basis for project agreement.)

Salem, Oregon, August 31, 1933.

ASPHALTIC CONCRETE PAVEMENT

Units 2 and 3. (Sta. 29+75.0 to 54+50.0) (Sta. 70+00 to 93+00)

3,650	cu. yds.	Excavation, Single Classif.	$ 0.30	$ 1,095.00
500	yd. mi.	Truck Haul	0.20	100.00
30	lin. ft.	12-inch Concrete Pipe	1.50	45.00
30	lin. ft.	15-inch Concrete Pipe	1.80	54.00
980	Tons	Class "A" Asphaltic Concrete	5.50	5,390.00
1,460	"	" "C" " "	5.50	8,030.00
210	"	" "E" " "	5.50	1,155.00
1,020	cu. yds.	Bottom Course, Sub-base & Shoulders	2.00	2,040.00
700	" "	Top " " " "	2.50	1,750.00
230	" "	Filler	0.50	115.00
230	yd. mi.	Hauling Filler	0.20	46.00
40	cu. yds.	Crushed Rock or Gravel Screenings	2.50	100.00
				$ 19,920.00

[illegible]
[illegible]

Unit No. 4 (Sta. 415+00 to 452+00)

660	cu. yds.	Excavation, Single Classif.	$ 0.30	$ 198.00
750	sq. yds.	Removal of Old Pavement	0.40	300.00
730	Tons	Class "A" Asphaltic Concrete	5.50	4,015.00
1,060	"	" "C" " "	5.50	5,830.00
190	"	" "E" " "	5.50	1,045.00
1,200	cu. yds.	Bottom Course, Sub-base & Shoulders	2.00	2,400.00
480	" "	Top " " " "	2.50	1,200.00
200	" "	Filler	0.50	100.00
200	yd. mi.	Hauling Filler	0.20	40.00
30	cu. yds.	Crushed Rock or Gravel Screenings	2.50	75.00
				$ 15,203.00

Sub-total	$ 35,123.00
10% Engr. & Cont.	3,512.30
Total....................	$ 38,635.30

Length of Roadwork	1.563 miles
" " 1 Bridge	0.038 "
Total length, Units 2, 3 & 4	1.601 "
Cost per mile, roadwork	$ 24,718.68

National Recovery Highway Funds Requested................ $ 38,635.30

August 31, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany asphaltic concrete paving specifications on Unit No. 1, Multnomah County Line-Portland Section, Project No. NRM-171-A. Five bid proposals and five blueprint copies of the typical cross-section and quantity sheet, are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM-171-A

UNIT NO. 1 OF THE MULTNOMAH COUNTY LINE-PORTLAND SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany asphaltic concrete paving specifications. Not as basis for project agreement)

Salem, Oregon, August 31, 1933

Unit No. 1 (Sta. 0+25 to 29+75.0):

1,900	cu. yds.	Excavation, Single Classification	$0.30	$ 570.00
1,900	yd. mi.	Truck Haul	0.20	380.00
10	cu. yds.	Dry Rubble Masonry	3.00	30.00
700	sq. yds.	Removal of Old Pavement	0.40	280.00
900	tons	Class "A" Asphaltic Concrete	5.50	4,950.00
1,600	"	" "B" " "	5.50	8,800.00
200	"	" "C" " "	5.50	1,100.00
1,080	cu. yds.	Bottom Course of Sub-base and Shoulders	2.00	2,160.00
700	" "	Top Course of Sub-base and Shoulders	2.50	1,750.00
250	" "	Filler	0.50	125.00
250	yd. mi.	Hauling Filler	0.20	50.00
30	cu. yds.	Crushed Rock or Gravel Screenings	2.50	75.00
		Sub-total		$20,270.00
		10% Engr. & Cont.		2,027.00
		Total		$22,297.00

Length of Roadwork 0.559 miles

Cost per mile $39,887.29

National Recovery Municipal Funds Requested $22,297.00

171-a

March 11, 1933

Mr. Leslie M. Scott, Chairman
State Highway Commission
1025 Yeon Building
Portland, Oregon

Dear Sir:

You may remember the alternate location near Scappoose, which was called to our attention by Mr. Allen, who owns the drug store in this hamlet. We looked the proposed location over on the ground and it was quite evident that the line proposed by Mr. Allen was more expensive. Mr. Chandler reports that the survey disclosed that the line would involve the movement of approximately 20,000 cubic yards of excavation at an average cost of $1.00 per cubic yard, therefore Mr. Allen's line would be $27,000 more expensive than the one the engineers constructed.

Very truly yours

State Highway Engineer

RHB:HI

2-B-1 4000 1M 7-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

November 29, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer
Office.

Dear Sir:

In accordance with your recent request, I investigated the location in Multnomah County immediately east of the Columbia County line on the Lower Columbia River Highway, and I am attaching a map showing the location investigated. The yellow line is as you indicated. Roughly, this line has 41,000 cubic yards of excavation and 14,000 cubic yards of embankment, and would lose about one-quarter of a mile of pavement. A comparative estimate is as follows:

	Excavation	Embankment
Present line, approx.	22,900 cu.yds.	21,800 cu.yds.
Projected " "	41,000 " "	14,000 " "

The projected line is very much unbalanced, and, of course, would not be a practical line from an engineering standpoint. My investigation has shown that from an excavation point of view a line such as the one shown in red would be the cheaper, but this involves serious right of way damage and would lose all the value of old pavement and old right of way. The present line is as cheap a line as can be run when old pavement and right of way damage are taken into consideration.

This location was made and accepted and right of way negotiations started before I took over this division, but I can see no reason to seriously criticise the line as it is being built. It answers the department's present standard as to curvature, grade, sight distance, etc.

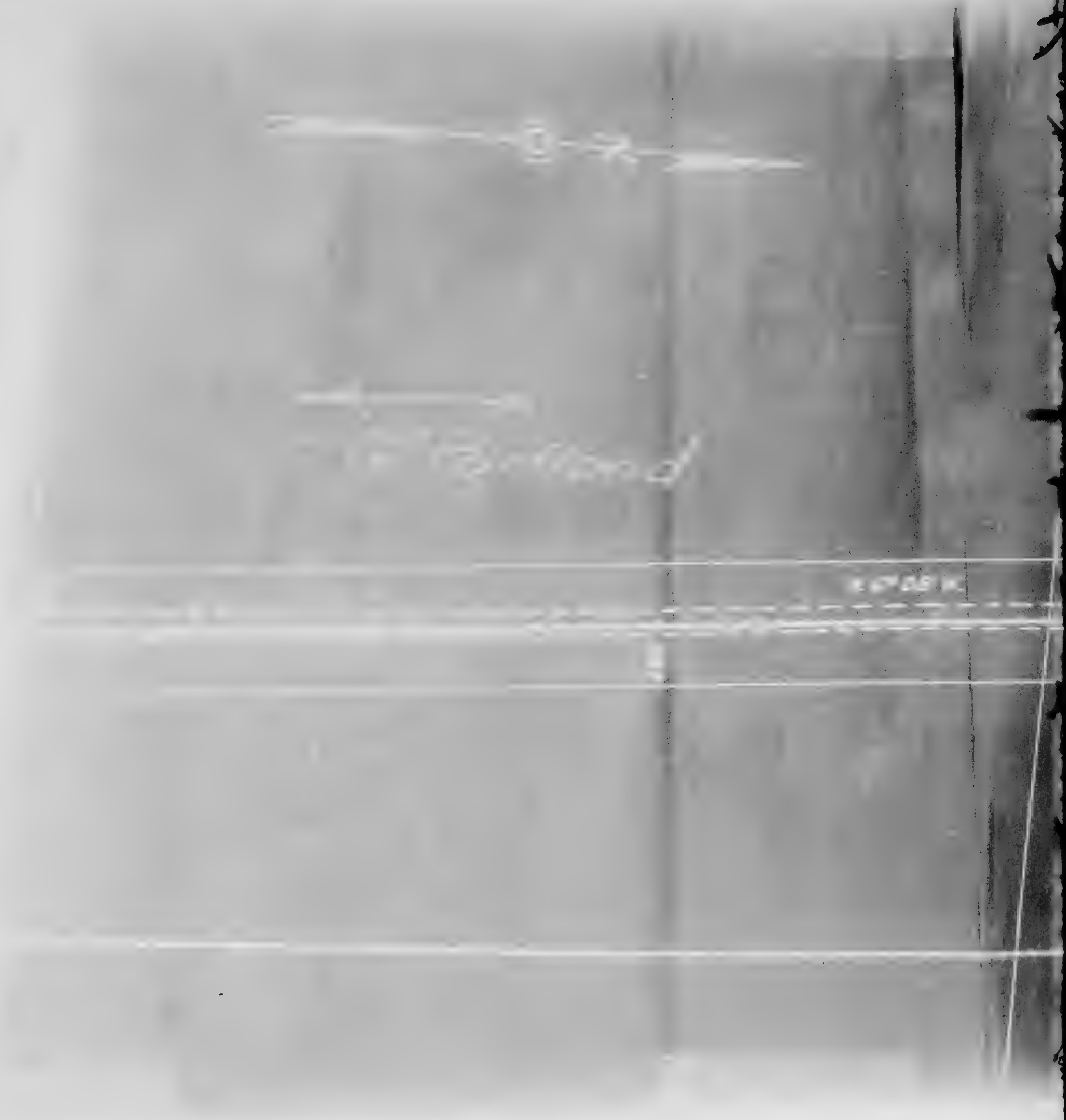
I have not gone into detail as to costs, but the projected line would have 27,000 cubic yards of excavation to waste as well as many other disadvantages.

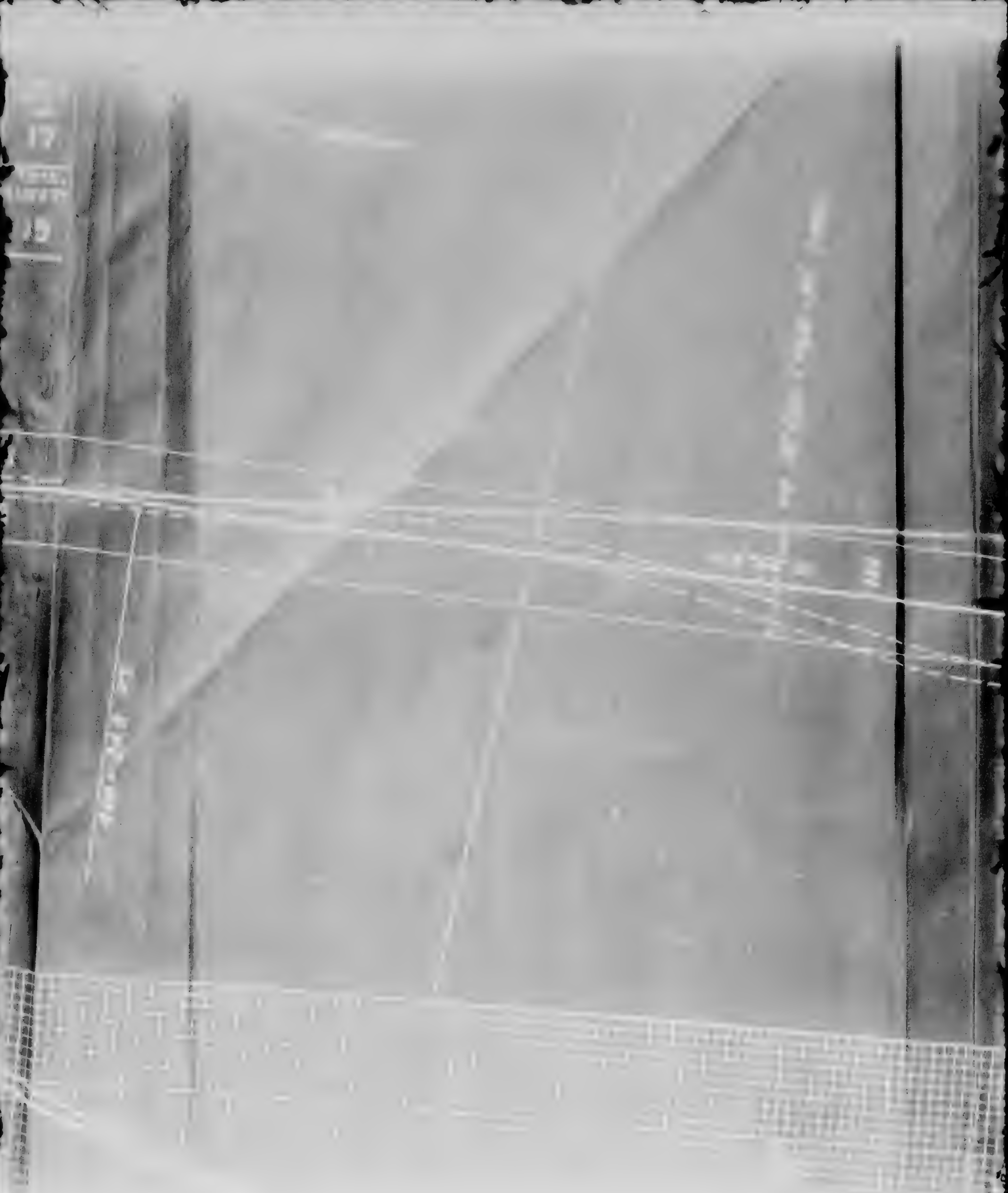
Yours very truly,

W. E. Chandler

WM. E. CHANDLER
Division Engineer.

WEC:ZR
Enclosure.





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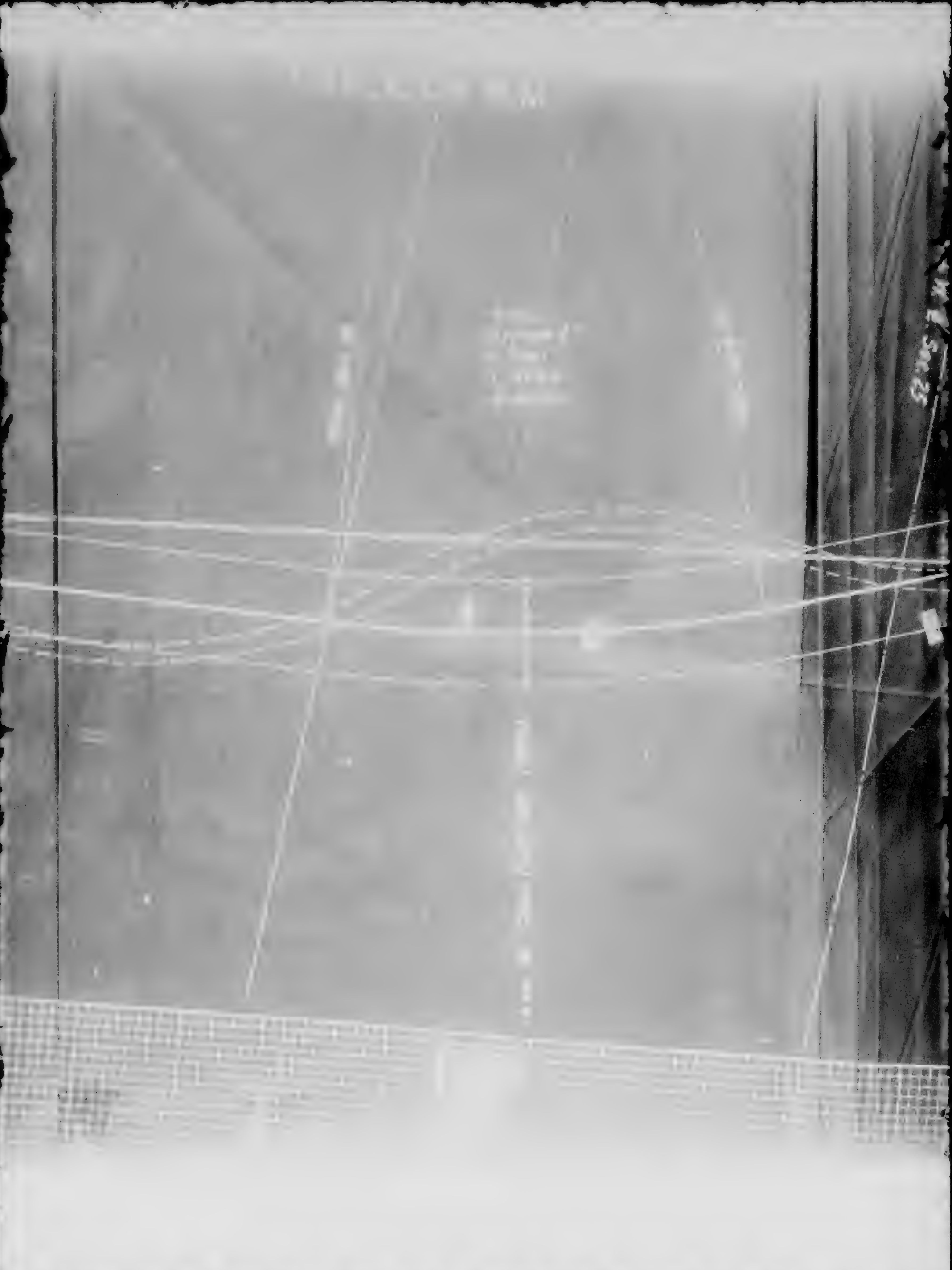
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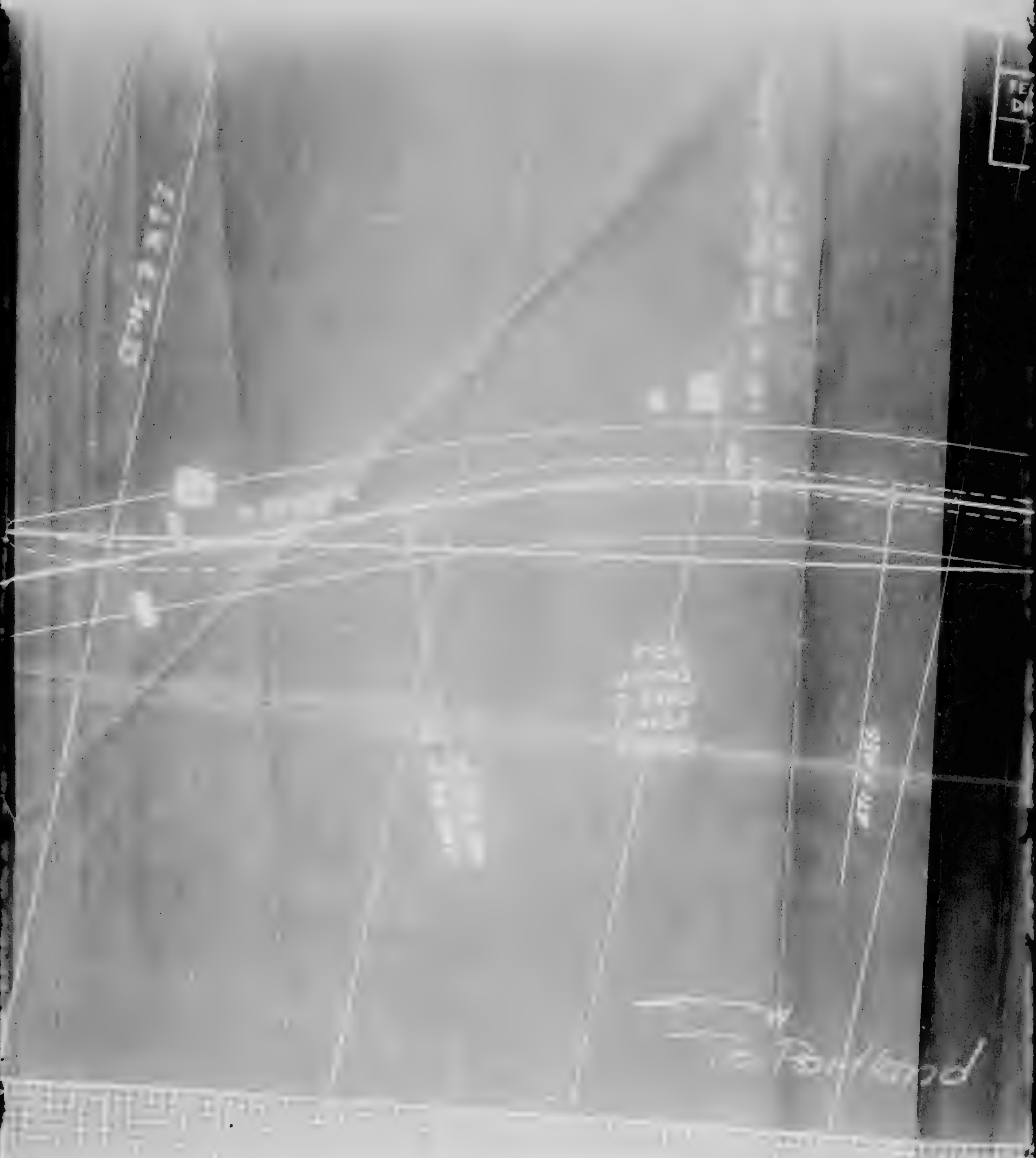
LAKE ROAD
To Portland

N. R 2W. W.M.
NORTH END OF PROJECT
Sta. 701+65
COLUMBIA
MULTNOMAH
CO.
CO.
To Scap

FORM 3-S-1 1M 4901 6-30

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

171-2

January 31, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

26 EGC

Mr. Worth W. Caldwell,
Executive Director
Civic Emergency Committee,
Madison Building,
Portland, Oregon.

Dear Sir:

The Highway Commission have ordered that we begin to taper off the work on the Linnton project on the Lower Columbia River Highway. Our last letter to you for 100 men was on January 20th, these men to work two weeks beginning January 30th and ending February 11th. If the 200 men were to be continued, another 100 would have been ordered about January 27th to report on February 6th. You have not received this last order and you will receive only one more order for men on this project, and that will be on about February 3rd, these men to work two weeks beginning February 13th and finishing February 25th.

Last night I advised you by 'phone so that you would not order men to work between February 6th and February 13th. The last 100 men will work from February 13th to February 25th. In other words, we will miss one week in ordering men and then there will follow the next week the last order for 100 men.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

WEC:ER

cc Mr. R. H. Baldock
Mr. R. A. Furrow
Mr. H. G. Smith
Mr. J. N. Bishop

NOTED
State Highway Engineer

WORTH W. CALDWELL
EXECUTIVE DIRECTOR

ATWATER 4952

171-a

CIVIC EMERGENCY COMMITTEE
~~[illegible]~~
~~[illegible]~~
PORTLAND, OREGON

605 Panama Building

January 21, 1933.

Mr. R. H. Baldock, Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

I acknowledge your communication of January 19, with reference to the present status of the Linnton project, which the Oregon State Highway Commission has been working on for some time.

I have read over your suggestions relative to carrying the work forward to completion. I do not know whether the R.F.C. funds could legally be diverted to this State highway project or not; however, I am submitting today a copy of your letter, to the District Attorney's office of Multnomah County and I am requesting from them an opinion.

If the District Attorney assures me that it is possible to make the arrangements suggested, I will then submit your letter to the Public Relations Committee for whatever action they may wish to take.

Sincerely yours,

Worth W. Caldwell,
Executive Director.

RECEIVED
JAN 2[illegible] 1933
OREGON
STATE HIGHWAY COMMISSION

171-a

January 19, 1933

Mr. Worth W. Caldwell
Executive Director
Civic Emergency Committee
605 Panama Building
Portland, Oregon

Dear Sir:

With reference to phone conversation today, I will further explain the situation on the Lower Columbia River Highway between Linnton and Scappoose.

Up to January 7th, the Commission has expended on this road $449,630.44. The amount required to complete this job is $33,569.56. This will complete the entire section as nearly as possible to complete until the paving is undertaken, with the exception of a short section through Burlington and a short section at the Porter Yett quarry where the right of way consideration will involve an expenditure of some $40,000 and afford a labor expenditure of only $300,000 or $400,000.

The total weekly expenditure in a full crew of 200 relief men is $6,000. By running the crew full force until February 4th and then reducing the crew 50%, the work will be completed sometime near the end of February. Of the total estimated expenditure of $35,000 required to complete, approximately $27,000 would be for labor and $8,000 for superintendence and truck hire and materials and supplies.

The Highway Commission is very hard pressed for funds and continued this work which has resolved itself into a total expenditure of nearly a half million dollars in an endeavor to relieve the situation in Portland and Multnomah County at a time when there were not sufficient local funds to carry on.

We are now advised that Multnomah County has negotiated a loan from the R. F. C. of approximately $750,000 and is authorized to expend about $175,000 at the present time. We are further advised that Multnomah County will or has signed an agreement whereby these funds will be repaid to the State Highway Commission to reimburse it for the loss of federal aid which it will otherwise suffer by reason of the deduction that the United States Government will take from federal aid funds due Oregon.

Yesterday we had a meeting of the Highway Commission in Salem and this matter was fully discussed. The Commission instructed me to request that you arrange, if possible, to pay the labor pay roll from now to the completion of the Linnton-Scappoose work, which is estimated to amount to the $33,569.56 above stated, and that the amount paid be deducted from the obligation of the county to the state. This would relieve Multnomah County from the necessity of repaying this portion of the loan and would be of material advantage to the State Highway Commission due to its shortage of funds at this time and would carry on the work of unemployment relief. Unless you can comply with this request, the Highway Commission will probably be forced to shut down its work to conserve badly needed funds.

It would seem that this proposition is very fair to all parties concerned and I would appreciate your good efforts toward arranging a solution somewhat as above outlined.

With best personal regards, I remain

Very respectfully

State Highway Engineer

RHB:HI

FORM 2-B-1 6000 500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

NOTED
State Highway Engineer

191-a

January 18, 1933.

IN REPLY PLEASE
REFER TO FILE NO.
26 EGC

Mr. R. H. Baldock,
State Highway Engineer
Office.

Dear Sir:

A check of the relief work on the Lower Columbia River Highway at Linnton on January 7th shows the following:

Total expended to May 28, 1932	$	290,701.62
Expended July 18 to Nov. 30, 1932		119,576.14
Expended Dec. 1, 1932 to Jan. 7, 1933		30,538.36
Total expended to January 7, 1933	$	440,816.12
Contingencies 2%		8,814.32
Total	$	449,630.44
Unexpended balance Jan. 7, 1933	$	35,369.56

This balance of $35,369.56 will just about finish the remaining excavation, cleaning ditches, moving slide and general clean-up of job.

The total weekly expense of full crew of 200 relief men is $6000.00. The following is a weekly statement, by the week, of winding up the job.

Week Ending Jan. 14, 1933	$6,000.00
" " " 21, "	6,000.00
" " " 28, "	6,000.00
" " Feb. 4, "	6,000.00
Then Cut to half crew	
Week Ending Feb. 11, 1933	3,500.00
" " " 18, "	3,500.00
" " " 25, "	3,500.00
	$34,500.00

There will remain the Porter Yett Quarry section and also the section through Burlington incomplete.

There is also on this work a number of uncompleted right-of-way deals.

Yours very truly,

W. E. Chandler

WM. E. CHANDLER
Division Engineer.

WEC:ZR

Status of Linnton Emergency Job

NOTED
State Highway Engineer

Total Cost to May 28, 1932	$290,701.62
Expended July 18 to Dec. 17, 1932	135,145.92
Estimated Cost to Complete	59,152.46
Total Estimated Cost	$485,000.00

Status on Jan. 1, 1933	
Estimated Cost to date	$441,000.00
Unexpended balance	44,000.00

Status on Jan. 15, 1933	
Estimated Cost to date	$456,000.00
Unexpended balance	29,000.00

Status on Feb. 1, 1933	
Estimated Cost to date	$471,000.00
Unexpended balance	14,000.00

At the present rate of progress, it is estimated that the work will be completed and the funds exhausted about February 15, 1933.

Form 5-A-1 4150 6M 5-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OR 171-a

OREGON STATE HIGHWAY COMMISSION

SALEM
January 9, 1933

IN REPLY PLEASE
REFER TO FILE NO.
371

Mr. W. E. Chandler,
Division Engineer,
State Highway Department,
OFFICE

Dear Sir:

We wish at this time to call your attention to the following statement showing the financial condition of the Linnton emergency job, 26 EOC. It is highly important that the expenditures on this job be kept within the appropriation.

Total expended to May 28, 1932	$	290,701.62
Expended July 18 to Nov. 30, 1932		119,576.14
Expended Dec. 1, 1932 to Jan. 7, 1933		30,558.36
Total expended to January 7, 1933	$	440,716.12
Contingencies 2%		8,814.32
Total	$	449,530.44
Unexpended balance Jan. 7, 1933	$	55,369.56

When the job was closed down on the 28th of May, 1932 the expenditures were in excess of the appropriation and this over-run must be taken care of out of the additional appropriation for the work beginning July 18.

Yours truly,

R. H. BALDOCK,
State Highway Engineer

By J. N. Bishop
J. N. Bishop
Maintenance Engineer.

WT/MJ
cc R. H. Baldock
cc R. A. Furrow
cc A. B. Harr

Mail To

LINNTON-COLUMBIA COUNTY LINE EMERGENCY LABOR PROJECT IN MULTNOMAH COUNTY

Work began first week in November, 1931 and closed down May 21, 1932

The work consisted of widening the Roadway and straightening the alignment and grade line.

Total amount spent	$294,012.00
Men furnished from Civic Employment Bureau	375
Truck Drivers	61
Skilled labor, Watchmen and Flagmen	35
Sub-Foreman	15
Foremen	4
Property Control Man	1
Timekeepers	4
Superintendent	1
TOTAL men employed	496

SUMMARY OF QUANTITIES MOVED:

Common excavations	149,000 cu. yds.
Solid rock excavation	46,000 "
Truck haul	52,000 cu. yd. miles
Rubble Masonry	75 cu. yds.

CONCRETE PIPE INSTALLED:

12"	279 Lin. ft.	30"	39 Lin. Ft.
15"	87 "	36"	138 "
18"	42 "		
24"	72 "		

CORRUGATED GALV. IRON PIPE INSTALLED:

12"	244 Lin. ft.
18"	286 "
24"	58 lin. ft.
48"	86 "

Extreme care was required in the use of powder in connection with the rock work due to the fact that the highway at this section is parallel to the S. P. and S. Railway and also because of the fact that Power and Telephone lines are within the highway right-of-way. The traffic in this section was heavy and the great number of inexperienced men on construction also necessitated extreme care.

Although every effort was made to employ the maximum number of men by the use of No. 2 hand shovels, picks and wheelbarrows, still it was found necessary, due to the long haul and solid rock, to use trucks, compressors and jackhammers.

Trucks with demountable tops were also used to transport the men ~~to-and~~-from the end of the street car tracks to the work and return. All trucks were required to carry liability insurance.

NOTED
State Highway Engineer

PK 171 A

[illegible] TO FIND [illegible] ON [illegible]

[illegible] it was announced yesterday by the state highway department.

This will complete [illegible] in conformity with a previous [illegible] work a day and will be employed thru the emergency relief committee of the city of Portland and Multnomah county, it was announced.

Daily Journal of Commerce
July 13, 1932.

FORM 2-A-4 4191 7M 5-25

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Fnl

171-a

OREGON STATE HIGHWAY COMMISSION

Scappoose, Oregon.
June 22, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

For the grading of that portion of the Columbia County Line-Linnton job which is within the City limits of Portland, the quantities involved are as follows:

Excavation.... 9700 cu. yds.
Embankment....25900 cu. yds.

According to our estimate we have sufficient material available on the other section of the work to make up the deficiency on this section. The average haul for this material would be approximately 1.75 miles. A rough estimate of the cost for this zsection would be as follows:

Excavation, 9700 cu. yds.	@ $2.00	.... $19,400.00
Truck Haul, 28350 yd.miles	@ .15	.... 4,252.50
		23,652.50
	10%.......	2,365.25
	Total...........	26,017.75

Respectfully submitted,

R A Furrow

R. A. Furrow,
Resident Engineer.

cc. Mr. Wm. E. Chandler.

STENCIL NO. 124

[illegible] 1932
[illegible] COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Ore.F.A.P. Off 171-A

Post Office Building
Portland, Oregon.

Apr. 13, 1932.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the ________________ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer.

Encl.

Apr 1 1924

Form P. R. 2
State Oregon
Project No. 171, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of March, 1932 by and between the State Highway Commission of Oregon, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 13th day of October, 1931, a project statement, which was approved by the Secretary on the 30th day of November, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 12th day of January 1932, and approved by the Secretary on the 4th day of April, 1932, and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of one hundred seventy-two thousand, one hundred eighty-four and 18/100 dollars ($172,184.18) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(*a*) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

*(*b*) By the count ______ of ______
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by ______
(State how placed under direct control of Highway Department)

*(*c*) ______

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road and/or bridge and approaches as described in detail in said surveys, plans, and specifications:

Between survey station 0+25 within the city limits of Portland in Sec. 34, T. 2 N., R. 1 W., W.M., and survey station 491+04 on the Multnomah and Columbia Counties Line on the section line between Secs. 24 and 25, T. 3 N., R. 2 W., W.M., (excepting therefrom the bridges between stations 45+57.8 and 47+56.9 and stations 214+80 and 215+70).

______ terminal points, a distance of 9.223 miles, known locally as the Columbia River Highway, between Astoria and Portland, Multnomah County, being Oregon Federal Aid Project No. 171, Section A.

BUREAU OF PUBLIC ROADS
RECEIVED
[illegible] 13 1932
AUDIT [illegible] NO. 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

MAR 12 1932 8 29 AM

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

(c) Final payment of Federal funds shall not be made on said project until rights-of-way satisfactory to the Secretary of Agriculture have been obtained for those portions of said project which encroach upon the right-of-way of the S.P. & S. Railway.

(d) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed; and new structures between stas. 45+57.8 and 47+56.9, and stas. 214+80 and 215+70, not included in such plans and specifications, will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs, reconstruction or new construction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations. Final payment of Federal Aid will not be made until contract has been awarded for the construction of the above mentioned new structures.

(e) This project extends into the city of Portland a distance of 2950 ft. There are 11 houses along that portion within the city, the combined widths of which total 279 ft. The average distance between houses along that portion of the project within the city limits is therefore 243 ft.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred seventy-two thousand, one hundred eighty-four and 18/100 dollars ($172,184.18), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred forty-six thousand, one hundred twenty-seven and 10/100 dollars ($346,127.10), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance ~~with the requirements of~~ Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of ~~said certified sum~~, or so much thereof as may be due under the terms hereof, to ....

STRICKEN OUT

....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ....
(Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

BUREAU OF PUBLIC ROADS
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[illegible] 13 1932
~~AUDITOR DIST. NO. 1~~

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

PAYMENTS

Article V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of such sum, or so much thereof as may be due under the

STRICKEN OUT

Article VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the ....,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: ....
(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

....

*(*b*) By the ....,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: ....
(Include reference to statute authorizing funds and probable amount annually available)

....

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ....

....
(Strike out if not appropriate)

STRICKEN OUT

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 4th day of April, 1932

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By Carl Washburne
Member, State Highway Commission
(Title of officer)

By ....
(Title of officer)

By ....
(Title of officer)

[SEAL]

[SEAL]

AWS R. W. Dunlap
Acting Secretary of Agriculture.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 171, Section A, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 346,127.10 as the total estimated cost of said project, and the sum of $ 172,184.18 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 4th day of April one thousand nine hundred and Thirty-two

R. W. Dunlap
Acting *Secretary of Agriculture.*

CWB

PR171a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

February 29, 1932

RECEIVED
MAR 1 1932

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for signature and return to this office are three copies of agreement for Oregon F.A.P. No. 171-A, Portland to Multnomah County Line section of the Columbia River Highway.

As you already understand, recommendation for approval of this project has been made with the understanding that no rental of State or County owned equipment will be included in the unit prices of items upon which Federal Aid is claimed.

Enclosed also is a copy of the approved estimate upon which the project agreement was based.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

Encl.

PR #171-R

February 23, 1932.

Mr. Ray Furrow,
Resident Highway Engineer,
Scappoose, Oregon.

Dear Sir:

We are enclosing herewith a copy of a letter from the Bureau of Public Roads relative to the strutting of the 48-inch corrugated iron culvert which is to be installed on the Columbia County Line-Portland Section.

When this culvert is installed, please conform with the Bureau's suggestion that the strutting of the pipe be so done that the vertical diameter is five per cent greater than the nominal diameter.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

cc W. D. Clarke,
Office.

encl.

February 23, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of February 8th, in regard to the 48-inch corrugated iron culvert to be placed on the Columbia County Line-Portland Section of the Columbia River Highway, Federal Aid Project No. 171-A.

When this culvert is installed, it will be strutted in such manner that the vertical diameter will be five per cent greater than the nominal diameter of the pipe.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:MR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
FEB 9 1932
OREGON
STATE HIGHWAY COMMISSION

February 8, 1932

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the special provision for 48" Corrugated Iron culvert pipe submitted January 21 to cover the pipe to be installed on Oregon Federal Aid Project No. 171-A. It is noted that no provisions were made for distorting the pipe when strutting. The specifications should have stated that the pipe would be distorted by strutting to make the vertical diameter 5% greater than the nominal diameter of the pipe.

In placing this pipe it is requested that it be distorted as mentioned above.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

PR# 171-A

PR171A

January 22, 1932.

Mr. Ray Furrow,
Resident Highway Engineer,
Scappoose, Oregon.

Dear Sir:

As a condition to the approval of the Columbia County Line-Portland Project, the Bureau of Public Roads has required that when the 48-inch corrugated iron culvert pipe to be placed at Station 270+45 is installed, it be "strutted."

The enclosed specification describes how the strutting is to be done. The balance of the specification covers details of the manufacture of the pipe which are not covered in our standard specification form, due to the fact that our standard specification does not cover pipe of the 48-inch size.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

cc W. D. Clarke,
Office.

encl.

PR1719

January 21, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

As requested in your letter of January 12th, we are submitting herewith specifications for the 48-inch corrugated iron pipe to be installed at Station 270+45 of the Columbia County Line-Portland Section, Federal Aid Project No. 171-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
[illegible]

SPECIFICATIONS FOR 48-INCH CORRUGATED IRON CULVERT PIPE TO BE PLACED AT STATION 270+45 OF THE COLUMBIA COUNTY LINE-PORTLAND SECTION (F. A. PROJ. 171-A)

The 48-inch corrugated iron pipe to be constructed at Station 270+45 shall conform with the standard specifications for corrugated galvanized iron pipe given on pages 74 to 76 of the standard specification form. It shall also meet the following requirements:

1.	Gauge of metal	12
2.	Width of lap	3 inches
3.	Length of sheets before forming	156 inches
4.	Minimum weight of pipe	68 lbs. per ft.
5.	Longitudinal seams to be double riveted.	

To prevent distortion of the pipe when the embankment materials are placed upon it, the pipe shall be "strutted." The struts shall be 4" x 4" timbers spaced 6' - 0" c. to c. The struts shall rest upon a 4" x 4" sill and shall be capped with a 4" x 4" cap. The sill and the cap shall each extend the full length of the pipe and shall each be made of pieces not less than 12 feet in length. The struts shall be removed after the embankment has taken its initial settlement and before danger of high water.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

January 12, 1932

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

We are today recommending approval of Oregon Federal Aid Project No. 171-A, for construction with State Forces, subject to the following conditions:

1. That all quantities constructed prior to this date be eliminated from Federal participation.

2. That bridges and culverts be placed under contract prior to payment of final voucher.

3. That complete specifications be submitted covering the 48" corrugated pipe culvert, also such specifications to require strutting.

270+45
Cover less than 15'

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

PR 1714

PR

January 15, 1932.

Mr. Hiram U. Welch,
County Assessor of Multnomah County,
Portland, Oregon.

Dear Sir: **Attention: Mr. D. B. Ambler**

In reply to your letter of January 13th, this will advise that owing to the haste with which the Linnton-Scappoose Project was placed under construction, no tracings of the right-of-way maps have as yet been prepared. We are, therefore, unable to provide you with the copy which you desire.

We have tracings of our federal aid plan sheets for the project, but these tracings do not show all of the property lines or the names of the property owners. We presume, therefore, that they will be of little, if any, use to you. They are on a scale of 1 inch equals 100 feet, and a complete set consists of about 20 sheets. We will be glad to provide you with blueprint copies, if you desire.

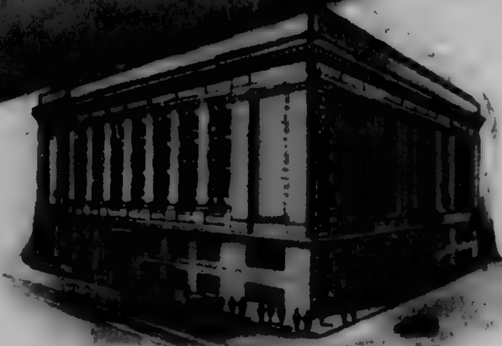
Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER



OFFICE OF
COUNTY ASSESSOR

MULTNOMAH COUNTY
PORTLAND, OREGON

HIRAM U. WELCH
ASSESSOR

Jan. 13, 1932

Roy Klein,
State Highway Engineer,
Salem, Oregon

RECEIVED
JAN 14 1932
OREGON
STATE HIGHWAY COMMISSION

Dear Mr. Klein:

The State is making some changes in the alignment of the St. Helen's Road, from the City Limits of Portland Northwesterly to the Columbia County Line.

We would appreciate a Right of Way Map, on this job, if it is possible for your to furnish us the same, at this time as we are closing the list of properties which are exempt from taxation, for this year, on account of being taken for roads or streets.

Thanking you for this information,

Yours very truly,

HIRAM U. WELCH, Assessor
By D B Ambler
D. B. AMBLER
Engineer

DBA/MLW

PR1719

January 15, 1932.

Mr. R. A. Furrow,
Resident Highway Engineer,
Scappoose, Oregon.

Dear Sir:

We are enclosing herewith a copy of the federal aid estimate for the Columbia County Line-Portland Project, which project has been designated Federal Aid Project No. 171-A. We are also sending, under separate cover, a set of the federal aid plans.

As was stated to you over the telephone a few days ago, this project was approved by the Bureau of Public Roads on January 12th. As no federal aid will be allowed on any work performed prior to the time of approval, it will be necessary to prepare an accurate estimate of the amount of work performed to and including January 12th. The measurements for this estimate should be taken at once, but the estimate need not be completed and submitted immediately. The estimate should be in our hands, however, within the next month or six weeks.

It will be necessary to submit monthly and final estimates the same as for contract projects, and it is suggested that the first monthly estimate be made up to cover work done to February 15th. These estimates should show the total quantities of work performed on the project, including that performed prior to January 12th, as well as that performed subsequent to January 12th. Upon completion of the state force operations, it will be necessary to submit an itemized estimate of the actual cost of the work performed, which estimate will show, in addition to the total cost of the work, the unit cost of each of the several items listed in the federal aid estimate which is enclosed herewith. The estimate of cost must show also the amount included for rentals on state-owned equipment, as the Government will not cooperate on that item of cost. It will be well also to have the total estimate of actual cost segregated over the items labor, materials, supplies, tools, rental of state-owned equipment and rental of other equipment. Please arrange to have the costs kept in such detail that the estimate of actual cost here mentioned can be made up with reasonable accuracy and submitted to the Bureau upon completion of the work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:RR

cc W. D. Clarke

encl.

PR 171 A

January 7, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement and six sets of special provisions, covering the Multnomah County Line-Portland Section, Project No. 171-A. There are, likewise, enclosed six copies of an analysis of cost covering pipe culverts. We are sending, under separate cover, two sets of blueprint plans and one set of original cross-sections for this work. The three additional sets of blueprint plans will be mailed to you tomorrow.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department   Project No. 171-A

MULTNOMAH COUNTY LINE-PORTLAND SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on estimated costs of construction by state forces.)

Salem, Oregon, January 7, 1932.

All Required		Clearing and Grubbing		$ 18,000.00
330,000	cu. yds.	Common Excavation	$ 0.35	115,500.00
150,000	"	Solid Rock Excavation	0.90	135,000.00
170,000	yd. mi.	Truck Haul	0.15	25,500.00
1,260	lin. ft.	12" Concrete Pipe	1.05	1,323.00
230	"	15" " "	1.65	379.50
330	"	18" " "	2.10	693.00
300	"	24" " "	3.00	900.00
40	"	30" " "	4.25	170.00
470	"	36" " "	5.70	2,679.00
870	"	12" Corr. Galv. Iron Pipe	0.85	739.50
390	"	18" " " " "	1.35	526.50
110	"	24" " " " "	1.75	192.50
150	"	30" " " " "	3.00	450.00
80	"	36" " " " "	3.60	288.00
170	"	48" " " " "	6.00	1,020.00
2,000	"	6" Porous Drain Tile	0.25	500.00
400	cu. yds.	Rock Backfill for Drains	2.00	800.00
1,000	"	Rubble Masonry	10.00	10,000.00
			Sub-total	$ 314,661.00
			10% Engr. & Cont.	31,466.10
			Total................	$ 346,127.10

Length of Project, gross	9.277 miles	
" " 2 Bridges	.054 "	
" " Project, net	9.22 "	
Cost per mile	$37,528.68	
State Funds available	$173,942.92	
Federal Aid Requested	172,184.18	(49.745+%)
	$346,127.10	

State funds for construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.
State funds for maintenance: Chapter 41, Laws 1927.

MULTNOMAH COUNTY LINE-PORTLAND SECTION

Project No. 171-A

(Analysis of Cost for Pipe Culverts)

Item	Cost F.O.B. Portland	Cartage	Installation	Total	(Use)
	lin. ft.	lin. ft.	lin. ft.	lin. ft.	
Concrete Pipe					
12"	$ .64	$ .20	$ .20	$1.04	$1.05
15"	1.12	.30	.25	1.67	1.65
18"	1.40	.40	.30	2.10	2.10
24"	1.94	.65	.40	2.99	3.00
30"	2.65	1.60	.60	4.85	4.85
36"	3.38	1.50	.80	5.68	5.70
Corrugated Galvanized Iron Pipe					
12"	$ .54	$ .10	$ .20	$ .84	$ .85
18"	.97	.15	.25	1.37	1.35
24"	1.27	.20	.30	1.77	1.75
30"	2.27	.30	.40	2.97	3.00
36"	2.70	.40	.50	3.60	3.60
48"	4.59	.75	.65	5.99	6.00
Common Drain Tile					
6"	$ .06	$ .05	$ .15	$ .26	$ .25

MULTNOMAH COUNTY LINE-PORTLAND SECTION

Project No. 171-A

Description of Work

The work to be done consists of the regrading of the Multnomah County Line-Portland Section of the Columbia River Highway in Multnomah County.

Specifications

Standard Specifications to Apply:

All work to be done shall be performed in accordance with the Standard Specifications for state highway construction of the State of Oregon, supplemented by the following special provisions:

Free haul and Truck haul:

The free haul distance shall be one thousand (1,000) feet instead of that stated on Page 23 of the Standard Specification form.

For the hauling of those excavated materials more than one thousand (1,000) feet, payment shall be made on a truck haul basis, computation for this item to be made as stated on Page 23 of the Standard Specification form.

MULTNOMAH COUNTY LINE-PORTLAND SECTION

Project No. 171-A

(Analysis of Cost for Pipe Culverts)

Item	Cost F.O.B. Portland	Cartage	Installation	Total	(Use)
	lin. ft.	lin. ft.	lin. ft.	lin. ft.	
Concrete Pipe					
12"	$ .64	$ .20	$ .20	$1.04	$1.05
15"	1.12	.30	.25	1.67	1.65
18"	1.40	.40	.30	2.10	2.10
24"	1.94	.65	.40	2.99	3.00
30"	2.65	1.00	.60	4.25	4.25
36"	3.38	1.50	.80	5.68	5.70
Corrugated Galvanized Iron Pipe					
12"	$ .54	$ .10	$ .20	$ .84	$ .85
18"	.97	.15	.25	1.37	1.35
24"	1.27	.20	.30	1.77	1.75
30"	2.27	.30	.40	2.97	3.00
36"	2.70	.40	.50	3.60	3.60
48"	4.59	.75	.65	5.99	6.00
Porous Drain Tile					
6"	$ .06	$ .05	$ .15	$ .26	$ .25

MULTNOMAH COUNTY LINE-PORTLAND SECTION

Project No. 171-A

Description of Work

The work to be done consists of the regrading of the Multnomah County Line-Portland Section of the Columbia River Highway in Multnomah County.

Specifications

Standard Specifications to Apply

All work to be done shall be performed in accordance with the Standard Specifications for state highway construction of the State of Oregon, supplemented by the following special provision:

Free haul and Truck basis

The free haul distance shall be one thousand (1,000) feet instead of that stated on Page 23 of the Standard Specification form.

For the hauling of those excavated materials more than one thousand (1,000) feet, payment shall be made on a truck haul basis, computation for this item to be made as stated on Page 23 of the Standard Specification form.

December 15, 1931.

Memorandum to Mr. Probert:

Pursuant to your recent inquiry, we have made an inspection of the Linnton-Scappoose Section of the Lower Columbia River Highway. The structures on this section are as follows:

Miller Creek - this is a 200 foot concrete viaduct with a 20 foot clear roadway. It is my understanding that this structure will be widened either to a 34 or 44 foot roadway. I have asked Mr. Klein in reference to this matter. For your present purpose, I imagine it would be wise to indicate the structure as to be widened under a separate contract. If you need the roadway width for the new structure, we can confer with Mr. Klein and get his wishes in the matter.

Ennis Creek - at Station 64+00. This is a 105 foot concrete viaduct which I understand will be filled and the drainage water carried by means of a box culvert. A 6x8 culvert will probably be ample for this purpose and the same can either be included in the grading contract or let as a separate contract.

The next structure is a 50 foot concrete viaduct over a timber flume which is to be filled and the drainage from the flume carried through a pipe.

The next structure is a viaduct over a slide at Station 107. Mr. Clarke states that this will be filled and a retaining wall built along the lower side to retain the fill.

The next structure is McCarty Creek at Station 215. The present structure is a 216 foot viaduct but the revised line is downstream from the present structure, and I understand the creek itself can be carried by a 6 x 8 culvert. In addition to the drainage, however, a stock pass will be needed so that this structure will be either a double culvert or a concrete viaduct.

The next structure is a viaduct near the Rocky Point quarry at Station 388. This, I understand, will be filled and the drainage carried by a 24 inch concrete pipe.

If you need any additional information for your federal aid plans, I will be glad to supply it if possible.

C. B. McCullough
Bridge Engineer

CBM:AP
CC Mr. W. D. Clarke

Form 44—E-18054—5M—11-30 STATE OF OREGON 4x TABULATION SHEET

HIGHWAY DEPARTMENT

5×7

COLUMBIA CO. LINE - LINNTON

Columbia River Highway.

Estimate of Cost.

Item	Unit.	Unit Price.	Quantity	Amount.		
Clearing & Grubbing	All Required.	Lump Sum	40 Acres @ 450.00	18,000	00	
Common Excavation	cu. yd.	0.35	329,000	115,150		
Solid Rock "	" "	1.00	150,000	150,000		90¢
Truck Haul	Yd Mile	0.20	170,000	34,000		15¢
~~Structural Excavation Common~~	cu. yd	~~1.00~~	~~[illegible]~~	~~200~~		
" " S. Rock	" "	~~[illegible]~~	~~[illegible]~~	~~350~~		
12" Concrete Pipe	Lin. Ft.	1.50	1260	1890.		
15" " "	" "	2.00	230	460		
18" " "	" "	2.50	330	825		Cut paper prism.
24" " "	" "	3.50	300	1050		
30" " "	" "	5.00	40	200		
36" " "	" "	7.00	470	3290.		
12" Corr. Iron Pipe	" "	1.25	870	1087	50	
18" " " "	" "	2.25	390	877	50	
24" " " "	" "	3.25	110	357	50	
30" " " "	" "	4.50	150	675		
36" " " "	" "	6.50	80	520		
48" " " "	" "	10.00	170	1700		
6" Drain Tile	" "	0.35	2000	700		30¢
Rock Back Fill	cu yd	2.00	400	800		
~~Concrete in Culverts etc.~~	~~" "~~	~~30.00~~	~~350~~	~~10,500~~		
~~Reinforcing Steel Culverts~~	~~Lb.~~	~~0.07~~	~~26,000~~	~~1820~~		
Rubble Masonry	cu. yd.	12.50	1,000	12,500		
~~Surfacing (Crushed Rock)~~	~~" "~~	~~3.00~~	~~1,500~~	~~4,500~~		
				361,652	50	

Note: No Bridges or Bridge widening included!

PR171a

December 24, 1931.

Mr. Ray Furrow,
Resident Highway Engineer,
Scappoose, Oregon.

Dear Sir:

To complete the federal aid plans for the Columbia County Line-Linnton Project, it will be necessary that we have the following information:

1. Size, location, length and kind of all new culverts.

2. Size, location, length and kind of all culvert extensions.

3. Location and length of all bridges and viaducts.

4. Location, cross-section and yardage of all retaining walls.

5. Complete information relative to any special structures that may be required.

6. Elevations of top of rails and bottoms of girders at all undercrossings.

7. Typical cross-sections, showing station limits between which different widths or types of sections are to be used.

8. Right-of-way lines on both sides of highway showing all restrictions on account of existing improvements.

9. Railroad right-of-way on side toward highway showing encroachment lines or right-of-way fences wherever the old road encroached on the right-of-way shown on the railroad maps; also, encroachment lines for any new encroachments on railroad property.

10. Sufficient accurate ties between the railroad tracks and the highway centerline to insure correctness of locations of railway right-of-way lines and encroachment lines.

11. Positions of all buildings facing the highway on the portion of the project which is within the city limits of Portland, showing frontage width of each building and indicating whether the building is a house, a garage, a barn, a shop or what not.

12. How connection is to be made with present grade line at west or north end of project.

13. Summary of quantities showing separately the quantities in each mile of the project.

14. Locations of mile division points.

15. Quantities, locations and specifications for temporary surfacing, if any is required.

16. Estimate of cost figured at reasonable contract prices rather than probable day labor costs.

17. Statement from officials of United Railways relative to abandonment of its railway line, stating when abandonment will take place.

We rather anticipate that the Bureau of Public Roads may require a more detailed distribution of quantities then has been shown on the profile, but we will try to get by with the distribution shown.

When the various items of information, mentioned above, are obtained and are in shape to be traced from your maps and profiles, we will send one of our office draftsmen down to trace it onto the plans.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

cc W. D. Clarke,
Office.

CONTRACT#1507,

SEE:
CONTRACT#1224,

1507 Sh[illegible]: Contract 172[illegible]

CONTRACT#1508

NRH 180-C Neahkahnie Mountain Sec. 1933

1508

170 C

C
O
P
Y

Original and yellow copy
filed on 180 B.

April 19, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of March 31, 1938, containing inquiry concerning Projects F. A. 180-B, C, and D.

While the original bids received for lumber used on the project for shear boards, etc., were destroyed, further investigation developed a copy of the purchase request listing the names of firms submitting quotations and, likewise, the bids submitted. A copy of the purchase request and purchase order for the materials are enclosed herewith.

The trucks used on the above projects did not exceed one and one-half ton capacity and the rentals paid were comparable to the prevailing rate in the locality where the work was done.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by F. W. Nash/ER

Encl.

C
O
P
Y

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Public Roads
District One

March 31, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The eligibility of the truck rental claimed on the final vouchers for Oregon Federal Aid projects Nos. 180-B, 180-C and 180-D, landscaping on the Oregon Coast Highway in Tillamook County, has been questioned. It is stated that your records do not indicate the capacity of the trucks used nor that competitive bids were taken.

If you can determine definitely that the rated capacity of the trucks was not more than 1-1/2 tons, and that the rental rates paid were comparable to those prevailing in this locality at the time the work was performed, it appears that the claim may be paid. Rental of trucks whose capacity is in excess of 1-1/2 tons must be based upon formal or informal bids.

It is also reported that bids received for the materials to be used on this work have been destroyed. Will you please advise us what information your files contain which would indicate that formal or informal bids were received and that purchases were made from the low bidders in accordance with the regulations.

The absence of basic supporting data may be considered to render all of these items ineligible; however, as we wish to have all the facts before reaching a decision, the above information is requested, and it is suggested that data regarding any other pertinent facts also be submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

FORM 6-A-1 6M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 21 1937
FOR FILING
18 [illegible] C

June 19, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention - Mr. F. D. Kase

NOTED
B. McCullough

RE- Neahkahnie Mountain Fencing.

Dear Sir:

I recently inspected the disfiguration project on the Manzanita and Neahkahnie Mountain sections in regard to the fence construction needed to keep Mr. Reed's sheep off the embankments.

As I understand it Mr. Reed donated the right of way and can hardly afford to pay for the material costs of the fence. If the Department could furnish the posts and the barb wire I feel certain Mr. Reed would agree to erect the fence. The fence posts should not represent much of a cost item for this material is available north of Necarney Creek or over on the Wilson River Highway; while the wire should only cost a few cents per lineal foot and for that reason I am recommending this solution to you as a means to safeguard our work.

If we did this much for Mr. Reed I was in hopes we could prevail on him so that he would construct the fence far enough up the hill and east of our right of way so as to entirely conceal it from view of the highway which I believe is worth attempting in this region.

Trusting that you can find a way to accomplish this protection to our slopes, I remain,

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER

H. G. SMITH,
CONSTRUCTION ENGINEER.

By

George H. Otten,
Landscape Engineer.

GHO
M
CC to
H.G.Smith

Mr. Baldock ✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

RECEIVED
AUG 11 1936

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon 180-C & D

August 10, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered projects.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Ton

Hwy 17249

Form P. R. 2
State Oregon
Project No. FAP 180-C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of June, 1936

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 9th day of May, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, three hundred sixty-seven and 53/100 dollars ($4,367.53) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State From Chap. 175, Laws of 1917, Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 153+00 at the north end of Section B of said project in the NE 1/4 of Section 20, T. 3 N., R. 10 W., W.M., and Survey Station 220+00 in the SE 1/4 of Section 18, T. 3 N., R. 10 W., W.M., with no exceptions.

, length 0.994 miles, in Tillamook County, being Section C of Oregon project No. FAP 180, consisting of 0.994 miles of roadside improvement, ~~roadway and~~ ~~bridges,~~ ~~[illegible]~~, ~~of a mile in length~~, known locally as The Oregon Coast Highway between official control points, Federal Aid Road near Wheeler and Cannon Beach. 5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 1B

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of four thousand, three hundred sixty-seven and 53/100 dollars ($4,367.53), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seven thousand, one hundred fifty nine and 90/100 dollars ($7,159.90), the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws of 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the

sixty-seven and 53/100

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 12

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 31st day of July, 1936

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By F. L. Touvelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

8-2318

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. FAP 100-C State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 7,152.80 as the total estimated cost of said project, and the sum of $ 4,367.53 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 31st day of July one thousand nine hundred and thirty-six

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4630

FORM 2-D-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

180-C

May 14, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Strohmeyer,
Maintenance Engineer,
Multnomah, Ore.

Dear Sir:

NOTED
State Highway Engineer

This is to inform you that Mr. Cliff Bramlett is scheduled to go to the Neahkahnie Mt. Section of the Oregon Coast Highway as soon as the necessary orders are approved for the commencement of the work.

He is trimming the Red Cedar or Redwood tree just south of Kelley Lake as per Young's request, and I would suggest that if you want him for any minor work in the next few days that you get him to do this for you immediately.

If Bramlett proves capable of handling this disfiguration, I expect him to be working for 4 or 5 months.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

H. G. Smith,
Construction Engineer.

By

George H. Otten,
Landscape Engineer.

GHO/H

CC to
R.H. Baldock
H.G. Smith

180-C

May 14, 1936

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

We now have authority from the Bureau of Public Roads to proceed with the Neahkahnie Mountain Landscaping Project on a state force basis.

As it may not be fully understood by the Commission that this work is to be done by state forces, the matter should be discussed at the next meeting and authority for the performance of the work in that manner made a definite matter of record.

The project is estimated to cost $15,000.

Very truly yours,

Office Engineer

SHP:ER

21945 5M 5-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Const.
Landscaping

October 1, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. J. H. Scott,
Resident Engineer,
Nehalem, Ore.

NOTED
[illegible]

Dear Sir:

I am enclosing a report from the Landscape Engineer concerning the method of obliterating the scars on Neahkahnie Mtn. In this report Mr. Ottem advises that you have all the information necessary to prepare an estimate of cost for this project.

Will you kindly submit such an estimate for the commission's guidance in selecting projects for the 1935 appropriation. Plans will be made later if the project is approved.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓
W. E. Chandler
G. H. Ottem

-A-1 21945 2M 9-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Const.
Landscaping

September 16, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Geo. H. Otten,
Landscape Engineer,
Office.

Dear Sir:

Will you make an inspection and report on those parts of Neahkahnie Mtn. where the grading has been completed with the idea of correcting the grading disfiguration. There is also a borrow pit taken out by the county where the scar is very noticeable for a long distance.

Those who have homes or resorts whose chief point of interest is the mountain are much concerned a bout concealing all grading scars and returning it to its natural appearance and therefore it seems advisable to consider carrying on this work as fast as the grading progresses.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

FORM 2-A-1 10M 1-26

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

180-C

May 14, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

We now have authority from the Bureau of Public Roads to proceed with the Neahkahnie Mountain Landscaping Project on a state force basis.

As it may not be fully understood by the Commission that this work is to be done by state forces, the matter should be discussed at the next meeting and authority for the performance of the work in that manner made a definite matter of record.

The project is estimated to cost $15,000.

Very truly yours,

S. H. Probert

Office Engineer

REFERRED TO
Glaisyer
State Highway Engineer

For Com meeting

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 7 1936
COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

180-C

May 6, 1936.

RECEIVED
OCT 29 1936
FOR FILING

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to advise you of our recommendation today for approval of Oregon Federal Aid Roadside Improvement Project 180-C, the Neahkahnie Mountain Section of the Oregon Coast Highway. You are hereby authorized to proceed with construction, subject to the condition that any changes of plans or specifications required by the Chief Engineer will be made.

Your attention is called to the restriction placed upon the payment of Federal funds for State-owned equipment used on Federal Aid Highway Projects.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

180-C

April 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for roadside improvement work on the Neahkahnie Mountain Section, Project No. 180-C.

Five sets of blue print plans and five copies of specifications are being sent under separate cover.

Yours very truly,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict: J.W.Nash:MM

Encl.

Oregon State Highway Department Federal Aid Project No. 180-C

[illegible] [illegible] SECTION

OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on estimated costs of state forces construction.)

Salem, Oregon, April 30, 1936

STATEMENT OF COMPLETED FEDERAL AID WORK

Total Final Cost, Roadwork	$41,445.25
NRH Funds, Roadwork	$36,163.60
Length	0.994 mile

NRH WORK - ROADSIDE IMPROVEMENT

0.40	acre	Clearing and Grubbing	$ 120.00	$ 48.00
1,200	cu. yds.	Excavation	0.60	720.00
150	cu. yds.	Riprap	2.00	300.00
2,800	cu. yds.	Top Soil in Place	1.20	3,360.00
5,500	lin. ft.	Rounding Cutbanks	0.10	550.00
5,600	lin. ft.	Diversion Ditches	0.08	448.00
36,100	sq. yds.	Planting	0.03	1,083.00
			Subtotal	$ 6,509.00
			10% Engr. & Cont.	650.90
			Total	$ 7,159.90

Length	0.994 mile
Cost per mile	$ 7,203.11

Federal Aid Funds Requested	$ 4,367.53
State Funds Available	2,792.37
	$ 7,159.90

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

SHAWANGUNK MOUNTAIN SECTION

PROJECT NO. 150-C

Analysis of Costs of Work to be Performed by State Forces

Clearing & Grubbing

Labor- -	$ 36.00	
Supplies -	12.00	$ 48.00

$\frac{\$48.00}{0.4 \text{ acre}}$ = $120.00 per Acre

Excavation

Labor- -	$ 584.00	
Equipment- -	140.00	$ 724.00

$\frac{\$720.00}{1,200}$ = $ .603 per cu. yd.

(Use) $ .60

Riprap

Labor- -	$ 225.00	
Equipment- -	75.00	$ 300.00

$\frac{\$300.00}{150}$ = $2.00 per cu. yd.

Top Soil in Place

Labor, -	Excavation	$ 825.00		
	Placing Top Soil	1,122.00		
	Teamsters	92.00		
	Truck Drivers	130.00		
	Placing Shear Boards	435.00	$ 2,604.00	
Materials, -	Lumber	$ 435.00		
	Hardware	20.00	$ 455.00	
Equipment, -	Teams & Fresnos	$ 60.00		
	Trucks	256.00	$ 316.00	
				$ 3,375.00

$\frac{\$3,375.00}{2,800}$ = $1.20

Rounding Cutbanks

Labor- $ 550.00

$550.00 / 5,500 = $ .10 per lin. ft.

Diversion Ditches

Labor- $ 448.00

$448.00 / 5,600 = $0.08 per lin. ft.

Planting

Labor,	- Gathering Native Seeds	$ 88.00	
	Gathering Native Shrub Cuttings	520.00	
	Planting Native Seeds	28.00	
	Planting Native Shrub Cuttings	449.00	$1,085.00

$1,085.00 / 36,100 = $0.03 per sq. yd.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 8, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon U.S. Public Works highway project NRH 180-C.

We do not appear to have received copies of the customary certificate by Mr. Nash that the charges are proper, etc. Will you please send us four copies of such certificate for insertion in the voucher so that we can forward it with our recommendation for payment.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

#1508

November 8, 1934

80-C

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1508 for the construction of the Neahkahnie-Mountain- Section of the Oregon Coast Highway in Tillamook County has been completed by the contractor, Fred H. Slate, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 17, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $59,770.81 including the final payment. Of this amount $511.57 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Cost Analysis Final Report Oct 24,1934

Oregon Coast Highway,Neah Kah Nie Mt Section,Grading, Contract 1508,Prefix 29 PS

15 C

Fred Slate,Contractor
J.H.Scott,Resident Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Clearing and Grubbing	2319.62	100 %			2500.00
Common Excavation	13019.76	100153 Cu Yds	0.13	0.27	27070.93
Solid Rock Excavation	796.71	6000 Cu Yds	0.13	0.27	1620.00
Overhaul	1767.25	117817 Yd Sta	0.015	0.02	2356.35
Truck Haul	2766.55	16205 Yd Mi	0.17	0.20	3241.06
18" Corr Iron Pipe	770.50	395 Lin Ft	1.95	1.60	632.00
18" " " " Xstr	713.60	329 Lin Ft	2.17	1.80	592.20
Class A Concrete	991.10	49.21 Cu Yds	20.14	20.00	984.20
Metal Reinforcement	313.10	5241.5 Lbs	0.06	0.06	314.49
Force Account	511.68				511.68
Total	23969.57				39792.91

Gross Earnings	$39792.91
Total Cost	23969.57
Net Profit	15823.34

Net Profit Equals 66 % of Cost

E.H.Clymer

NOTED
Asst. Highway Engineer

Cost Analysis Final Report O 24,1934

egon Coast Highway,Neah Kah Nie Mt Section,Grading,Contract 1508,Prefix 29 FS.

Details of Cost

Labor					
Labor				7354.54	
Supervision (Including Fred Slate part time 7 mo @ $150.00)				2275.26	
State Industrial Accident Insurance				523.00	
					10152.80
Material					
18" Corr Iron Culv Pipe	395	Lin Ft	@ 1.11	438.45	
18" " " " " X str	329	" "	@ 1.30	427.70	
18" C " " " " Bands	37		@ 1.64	60.68	
Cement for ~~[illegible]~~ Sheep Pass	295	Sacks	@ 0.85	250.75	
Mineral Aggregate for " "				163.55	
Reinforcing Steel " " "	5217	Lbs	@ 0.0399	208.16	
Copper Strips " " "	71	Lbs	@ 0.15	10.65	
					1559.94
Equipment Rental,Supplies and Misc					
Equipment Rental				5710.16	
Diesel Oil,Gas,Oil and Grease				2255.50	
Hired Trucks including Gas,Oil and Grease				845.00	
Freight and Cartage				645.90	
Explosives used for clearing				202.78	
Explosives used for excavating solid rock				15.00	
Bond 1% of Gross Earnings				397.93	
Small Tools,Supplies and Misc				887.50	
Parts and Repairs				1239.18	
Lumber				57.88	
					12256.83

Cost Grand Total $23969.57

E.H.Clymer

Cost Analysis Final Report Oct 24,1934

Oregon Coast Highway,Neah Kah Nie Mt Section,Grading,Contract 1508,Prefix 29 PS

Remarks:

This Job was started Sept 27,1933 and was completed Aug 30,1934.Excellent progress was made during the good fall weather and a large cut of Talus Rock made it possible to work efficently during part of the winter.Continued rains however made it necessary to close down the job Feb 1 and work was not started again until May 25.

About 75% of the excavation was done with two 75 HP Diesel Cats equipped with 12' X 4' Rear End Slate Bulldosers which worked four six hour shifts per day when weather would permit.Each Cat moved from 5 to 8 Cu Yds per trip.On a 1500 ft haul these cats averaged four trips per hour.Average output with this equipment was about 35 Cu Yds per Cat hour actual operating time.

About 15% of the excavation was done with a 60 HP gas Cat equipped with a 10' X 3½' Rear End Slate Bulldoser,and about 10% of the Excavation(Talus Rock used to top surface and to fill washouts and some of the slide material) was subbed to Tillamook County who moved the material with a ½ Cu Yd Shovel and trucks.

The Solid Rock Excavation encountered (About 6% of total material excavated) was broken up with two scarifier teeth attached on the back side of the bulldosers. These teeth were dropped so that they would plow and break up the rock which was in narrow ledges,when the cats were going in light on return trips.

The Bid on this job appeared to be too low at time of letting but less rock was encountered than was anticipated and the rock encountered was of such nature that it could be excavated with heavy equipment without shooting.Also the most modern equipment and methods were employed efficently which accounts for the large profit.

E.H.Clymer

#1508

180-C

September 26, 1934

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to Fred H. Slate on Contract No. 1508 for the construction of the Neahkahnie Mountain Section of the Oregon Coast Highway in Tillamook County. This payment will be made on or after October 6th, 1934.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 336—4M—9-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 1st, 1934

Section Neah-Kah-Nie Mountain

Kind of work Grading

Highway Oregon Coast

Section prefix 29 PS NRH 180-C

Contractor Fred L. Slate

Contract number 15 08

Date of contract September 26th, 1933

Date of completion August 31st, 1934

Date work started " 27th, 1933

Estimated date of completion August 29th, 1934

Amount of contract $32[illegible]76.00

Per cent of time elapsed 99 %

Estimated cost of completed project, exclusive of engineering $40000.00

Per cent of contract completed, based on total contract price all %

Engineering costs to date, $1835.00, 4.57 %

Date project was completed August 29th, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work completed on project on 29th. Work last few days has been topping and fo force account on ditch and pipe above slide at sta 165.

Final on Wheeler -Kilchis 29DU is in Salem, finals on Mills Bridge -Deadman Creek 29PP and on Astoria-Gnat Creek 4DV will be completed this week. Have one day of field work on this project and as sections are all platted and figured including culverts etc, will probably have the final ready by end of next week.

[illegible] 1934

Scott

Nehalem, Ore

RECEIVED
SEP 4 - 1934
[illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.99				
Miles partially completed					
Miles completed	0.99				
Total estimated quantities	108 000				
Estimated quantities moved or placed to date	108000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	16 for 3 days				

Percentages of men employed on contract to be secured from: Tillamook

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Tillamook COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	15					1	16
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers 2, Sheet-foot rollers ...., ..., . 5 trucks, ...

Aug	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 26	Clear		
Monday 27	"		
Tuesday 28	"		
Wednesday 29	"	Project completed today	
Thursday 30	Fog AM	Clear PM	
Friday 31	"	"	
Saturday 1	"	"	

R H BALDOCK

180-C

Cost Analy[illegible] to May 31 [illegible] 1,1934

Oregon Coast Highway,Neah kah nie Mountain Section,Grading,Contract 1508,Prefix 29 PS.

Fred Slate,Contractor
J.H.Scott,Resident Construction Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Clearing and Grubbing	2282.55	96% Complete	-	-	2400.00
Common Excavation	8722.20	77884 Cu Yds	0.112	0.27	21028.68
Solid Rock Excavation	448.00	4000 Cu Yds	0.112	0.27	1080.00
Overhaul	728.00	72800 Yd Sta	0.01	0.02	1456.00
Truck Haul	1170.00	4500 Yd Mi	0.26	0.20	900.00
13" Corr Iron Culv Pipe	742.75	386 Lin Ft	1.92	1.60	617.60
18" " " " " X str	324.60	156 Lin Ft	2.08	1.80	280.80
Class A Concrete	1006.17	49.21 Cu Yds	20.45	20.00	984.20
Metal Reinforcement	323.20	5241.49 #	0.061	0.06	314.49
Force Account	107.28				107.28
Total	15854.75				29169.05

Gross Earnings	$ 29169.05
Total Cost	15854.05
Net Profit	13314.30

Net Profit Equals 84 % of Cost

E.H.Clymer

NOTED
State Highway Engineer

Cost Analysis to May 31 June [illegible],1934

Oregon Coast Highway,Neah Kah Nie Mt Section,Grading,Contract 1508,Prefix 29 PS.

Fred Slate,Contractor

Labor			
Labor (Including		5379.15	
Supervision (5 mo @ $150.00 per mo part time for Fred Slate)		1340.16	
State Industrial Accident Insurance		436.44	
			7155.75
Material			
18" Corr Iron Pipe	396 Lin Ft @ 1.11	428.26	
18" " " " X str	156 " " @ 1.30	202.80	
18" " " " Bands	18 Bands @ 1.64	45.92	
Cement for Cow Pass	295 Sacks @ 0.85	250.75	
Min Agg " " "		163.55	
Steel " " "	5217 # @ 3.99/100	208.16	
Copper Strip" "	71 # @ 0.15	10.65	
			1310.09
Equipment Rental,Supplies and Misc			
Equipment Rental		3943.66	
Diesel Oil,Gas,Oil and Grease		949.50	
Freight and Cartage		350.00	
Explosives (used on clearing)		202.78	
Bond 1% of gross earnings		291.69	
Small Tools,Supplies and Misc		691.10	
Parts and Repairs		902.30	
Lumber		57.88	
			7388.91

Cost Grand Total$ 15854.75

Remarks:

This Job is about 75% complete.Work was started Sept 27,excellent progress was made during the good fall weather and a large cut of talus rock made it possible to work effeciently during part of the winter.Continued rains however made it necessary to close down the job Feb 1 and work was not started again until May 25.

Excavation has been done entirely with two new 75 HP Diesel Cats equipped with 12' X 4' Slate Rear End Bulldosers,working four 6 hour shifts per day when weather would permit.Each cat moves from 5 to 8 cubic yds per trip.On a 1500 ft haul these cats were averaging 4 trips per hour.Average output to date is about 35 Cu Yds per Cat per hour actual operating time.These 75 Diesels are very economical burning about 5 gal of 5½ cent per gal diesel oil per hour.

Solid rock encountered (about 5% of total material excavated) was in narrow ledges and was broken up with scarifier teeth attached on backside of Bulldoser while cats were on return trips.

The remainder of the job will be completed with a 60 Gas Cat equipped with a Slate Rear End Bulldoser.Sloping and finishing and the use of gas equippment will increase the cost.

B.H.Clymer

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

Oregon NRH 180-C

February 15, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L.J.Caufield
Highway Engineer

Encl.

Hyp. - 17249

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRH-180, Section C.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—6518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of January, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 30th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-six thousand, one hundred sixty-three and 60/100 dollars ($ 36,163.60) as the share of the United States payable under said act on account of Section C of said project, which is ~~[illegible]~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.** (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 168+00 at the north end of Federal Aid Project E-180-B in the NE¼ of Section 20, T 3 N, R 10 W, W.M., and survey station 220+00 in the SE¼ of Section 18, T 3 N, R 10 W, W.M.,** length **0.993** miles, in **Tillamook** County, being Section **C** of **Oregon U.S.Public Works** project No. **NRH-180**, consisting of **0.993** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~ **known locally as the Neahkahnie Mountain section of the Oregon Coast Highway between official control points Federal Aid Road near Wheeler and Cannon Beach.**

ROADS
FEB 15 1934

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **C** of said project shall not in any event exceed the sum of **thirty-six thousand, one hundred sixty-three and 60/100** dollars ($**36,163.60**), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ **is** ~~XXXXXX~~), the approved total estimated cost of Section **C** of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer** (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~ **STRICKEN OUT**

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1937.** (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3d day of February 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture
~~[illegible]~~

U. S. GOVERNMENT PRINTING OFFICE: 1932 8—5518

CHS By
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRH-180-C, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $36,163.60 as the total estimated cost of said project, and the sum of $36,163.60 as the share of the United States, payable under said acts on account of such project, which is the [redacted] total estimated cost.

Done at the city of Washington, this 3d day of February one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

By
Acting Chief, Bureau of Public Roads

Cost Analysis to Nov 15,1933 Dec 4,1933

Oregon Coast Highway, Neahkahnie Mt.Section,Contract 1503,Prefix 29 PS,Grading 180C
Fred Slate,Contractor

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Clearing and Grubbing	2282.55	96 %	-	Lump Sum	2400.00
Common Excavation	5725.00	40952 Cu Yds	0.14	0.27	11057.04
Solid Rock Excavation	520.00	3000 Cu Yds	0.14	0.27	810.00
Overhaul	350.00	35000 Yd Sta	0.01	0.02	700.00
18" Corr Iron Pipe	669.45	386 Lin Ft	1.73	1.60	617.60
18" " " " Extra Strength	306.30	156 " "	1.96	1.80	280.80
Total	9853.80				15865.44

Gross Earnings	15865.44
Total Cost	9853.80
Net Profit	6011.64

Net Profit equals 61 % of Cost

Remarks:

This job is about 48 % complete.Hand labor dressing and finishing ditches and slopes will decrease the percentage of profit a little before the job is completed.Also one large cut ahead XXXX contains considerable rock and will probably have to be shot which will increase the unit cost of excavation.

Two 75 Diesel Caterpiller Tractors equipped with 12' X 4' Bulldosers are being used to do the excavating.Each cat moves from 5 to 8 Cu Yds per trip.On a 1500 ft haul these cats were averaging four trips per hour each.The Cats are equipped with lights both fore and aft and are working four six hour shifts per day;averaging about 20 hours per day actual operating time.Each cat burns about 5 gal of diesel oil per hour @ 0.05½¢ per gal delivered on job.

The Bulldoser is attached to the rear end of the cat.Scarfier teeth can be attached to the front end when required.The scarfier teeth are used to break up seams of rock and are used when cats is on return trip.No time is lost as cat backs out taking a load with the Bulldoser and scarifies while going ahead on return trip. Rock encountered so far has been removed without shooting.

E.H.Clymer

NOTED
[illegible]

Cost Analysis to Nov 15,1933 [illegible] Dec 4,1933

Oregon Coast Highway,Neahkahnie Mt.Section,Contract 1508,Prefix 29 PS,Grading

Fred Slate, Contractor

Labor		
Labor	3185.80	
Supervision(Including Fred Slate one third time at $150.00 per mo)	580.00	
State Industrial Accident Insurance	219.70	
		3985.50
Material		
386 Lin Ft 18" Corr Iron Culv Pipe @ 1.11	428.26	
156 " " 18" " " " " @ 1.30 extra strength	202.80	
28 Bands 18" " " " " @ 1.64	45.92	
		676.98
Equipment Rental,Supplies and Misc		
Equip Rental(State Rates or Actual Rental Paid)	2980.00	
Diesel Oil,Gas,Oil and Grease	522.53	
Freight and Cartage moving in	265.50	
Explosives	174.12	
48% of Bond	157.80	
Small Tools,Supplies Expense Accounts and Misc.	1091.37	
		5191.32

Cost Grand Total$9853.80

E.H.Clymer

180-C

November 10, 1933.

Mr. W. C. Calder,
Oregon White Pine Timber Company,
Baker, Oregon.

Dear Sir:

Your letter of November 6 is at hand, relating to the Neahkahnie-Arch Cape project.

Let me repeat, as I have before written, that the highway department is expending liberally for this project this year, and that the way is not open for expenditure of more because of those outlays and also for the Wolf Creek project in Tillamook county, which calls for an apportionment of more than $1,500,000 in Clatsop county, should the P. W. A. approve. This expenditure in Clatsop county will so out-balance the apportionments that more cannot at this time be recommended in that county, and, as you know, the demand for the Wolf Creek project is loud and widespread. In due time further money will be expended upon the Neahkahnie-Arch Cape project. Let me say, also, that whatever the understandings and agreements, there never was any agreement giving priority over other projects to this or any other in the state. That has been a definite policy of all commissions and is particularly a definite policy of this commission. A contrary policy would arouse protests all over the state.

Let me say again, in conclusion, that Tillamook and Clatsop counties have not been neglected in the joint arrangements between them and the state for the road you advocate, and that Tillamook county willnot provide the $25,000 in the year 1934 for cooperation in this work. As to whether Clatsop county will do so I am not informed. The figures showing expenditure on construction of this road up to this time have all been submitted to you.

Yours truly,

Copies made for
3 commissioner
R H Baldock

October 20, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement for the Neahkahnie Mountain Section, Project No. NRM-180-C.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dist. by J. W. Nash/G3

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-180-C

NEAHKAHNIE MOUNTAIN SECTION OF THE

OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 26, 1933.

All Required		Clearing and Grubbing		$ 2,500.00
70,000	cu. yds.	Common Excavation	$ 0.27	18,900.00
20,000	cu. yds.	Solid Rock Excavation	0.27	5,400.00
95,000	yd. sta.	Overhaul	0.02	1,900.00
10,000	yd. mi.	Truck Haul	0.20	2,000.00
210	lin. ft.	18" Culvert Pipe	1.60	336.00
300	lin. ft.	18" Extra Strength Culvert Pipe	1.80	540.00
50	cu. yds.	Class "A" Concrete	20.00	1,000.00
5,000	lbs.	Metal Reinforcement	0.06	300.00
			Sub-total	$ 32,876.00
			10% Engr. & Cont.	3,287.60
			Total.....................	$ 36,163.60

Length 0.993 miles

Cost per mile $ 36,418.52

National Recovery Highway Funds Requested.... ....$ 36,163.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 21, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

October 17, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As mentioned in previous correspondence, no payments can be made on National Recovery projects until the project agreements have been executed and we therefore wish to receive the agreement estimates as soon as possible after the date of the bid opening.

We have not received the agreement estimate for any of the projects included in the October 5 letting nor for NRM 180-C, for which bids were opened September 16. The delay on this last project may possibly be due to the revisions which we understand are being made.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

180-C

October 7, 1933

Mr. Fred H. Slate
3015 S. E. 29th Avenue
Portland, Oregon

Dear Sir:

We are today forwarding by express an executed copy of the contract awarded to you on September 26, 1933 for the grading of the Neahkahnie Mountain Section of the Oregon Coast Highway in Tillamook County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jn

Copy CC 110-C

September 27, 1933

Mr. Fred H. Slate
3015 S. W. 29th Avenue
Portland, Oregon

Dear Sir:

For use in connection with the Neahkahnie Mountain grading project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, 118 - 8th Street, Astoria, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by R. Alvick/ER

cc W. L. Chandler
cc J. M. Scott

Encl.

September 26, 1933

Mr. J. H. Scott
Resident Highway Engineer
Nehalem, Oregon

Dear Sir:

On the day that work is started on the Fred H. Slate contract for grading the Neahkahnie Mountain Section of the Oregon Coast Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as Contract No. 1508, National Recovery Highway Project 180-C.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

cc Mr. W. E. Chandler

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT
J. C. WILLEVER, FIRST VICE-PRESIDENT

1217-A

CHECK	180-Q
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
SEPTEMBER 26, 1933

FRED H. SLATE
3015 S. E. 29TH AVENUE
PORTLAND, OREGON

CONTRACT FOR GRADING OF NEAHKAHNIE MOUNTAIN SECTION IS AWARDED TO YOU THIS DATE ON BASIS OF BID SUBMITTED SEPTEMBER SIXTEENTH

OREGON STATE HIGHWAY COMMISSION

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

S. H. Probert
Office Engineer

SHP:ER

September 26, 1933

Mr. Fred H. Slate
3015 S. E. 29th Avenue
Portland, Oregon

Dear Sir:

This letter is to confirm our telegram of even date advising you that the State Highway Commission has awarded to you the contract for the grading of the Neahkahnie Mountain Section of the Oregon Coast Highway in Tillamook County, the award being made on the basis of the bid submitted by you on September 16th, the amount of which was $32,876.00.

The contract forms will be submitted to you for execution within the next day or two. In the meantime, you may consider this letter your authority to commence work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:KR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

September 23, 1933

RECEIVED
SEP 26 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon NRH 180-C, the Neahkahnie Mountain section of the Oregon Coast Highway, to Fred H. Slate, Portland, Oregon, who submitted the low bid of $32,876.00.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

180-C

Sept. 20, 1935

Mr. H. G. Smith
Construction Engineer
OFFICE

Dear Sir:

In accordance with instructions given by the Commission at the last meeting, please arrange with T. M. Davis, Senior Highway Engineer of the Bureau of Public Roads, for the joint inspection of the Neahkahnie Mountain Section of the Oregon Coast Highway in company with Mr. John B. Yeon, Jr., Member of the State Park Commission. You will recall that the award of this contract was held pending such inspection, wherefore will appreciate your taking care of this matter as soon as possible.

Yours very truly

HBG:MC

State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST OFFICE BUILDING
PORTLAND, OREG.

September 14, 1933

RECEIVED
SEP 15 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The State Park Commission has filed a protest against the location of Oregon National Recovery Highway Project NRH 180-C, the Neahkahnie Mountain section of the Oregon Coast Highway.

Before concurring in the award for this proposed work, we would suggest that a joint inspection be made by representatives of the State Highway Commission, the State Park Commission, and this office, with the idea in mind of reconciling some of the differences regarding the location of this project.

NOTED
State Highway Engineer

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

September 1, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the stock pass at station 172+45, shown in the P. S. & E. papers for the Neahkahnie Mountain Section, Project No. NRM-180-C as a non-participating item.

For the reason that the purpose of this structure is to allow stock to go from one side of the highway to the other without interference with the flow of traffic, it is our request that federal cooperation be given in the cost of the structure.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/KR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

August 30, 1933

RECEIVED
AUG 31 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are today recommending for approval the plans, specifications and estimate covering Oregon National Recovery Highway Project No. NRH 180-C, and you are hereby authorized to advertise for bids for its construction.

Reference is made to the estimate submitted with the P.S.& E. papers. As discussed over the phone today between Mr. Caufield and Mr. Probert, the stock pass at Sta. 172+45 may be included as a participating item if this structure is a protective device rather than a right of way consideration.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

P.S. Please give us the best information available concerning probable future surfacing.

August 24, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Neahkahnie Mountain Section, Project No. NRH-180-C. Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bush/HR

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-180-[illegible]

NEAHKAHNIE MOUNTAIN SECTION OF

THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany grading plans. Not as basis for project agreement)

Salem, Oregon, August 24, 1933.

All Required		Clearing & Grubbing		$ 5,000.00
70,000	cu. yds.	Common Excavation	$0.30	21,000.00
20,000	" "	Solid Rock "	0.80	16,000.00
95,000	yd. sta.	Overhaul	0.03	2,850.00
10,000	yd. mi.	Truck Haul	0.15	1,500.00
210	lin. ft.	18" Culvert Pipe	2.00	420.00
300	lin. ft.	18" Culvert Pipe (Extra Strength)	2.50	750.00
		Sub-total		$47,520.00
		10% Engr. & Cont.		4,752.00
		Total		$52,272.00

Length of Roadwork 0.993 miles

Cost per mile $52,640.48

National Recovery Highway Funds Requested $52,272.00

NON-PARTICIPATING ITEMS

Stock Pass (Station 172+45)

50	cu. yds.	Class "A" Concrete	$25.00	$ 1,250.00
5,000	lbs.	Metal Reinforcement	0.06	300.00
				$ 1,550.00

CONTRACT#1509,

SEE:

CONTRACT#1501,

1907 [illegible]: Contract 1

CONTRACT#1511,

NRS 47-A Little Butte Cr.-Elk Cr. Sec. 1933

1511

RECEIVED
AUG 31 1943
FOR FILING

FA-47-A

August 31st, 1943

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In answer to your inquiry concerning our program for the rehabilitation of Oregon FAP 47-A, Crater Lake Highway, Little Butte Creek-Elk Creek Section, I am hopeful that funds will be available for a considerable portion of this highway during the postwar period.

However, it is impossible to plan for a definite section until we know more about the dam which the Reclamation Service is surveying immediately above Trail. According to studies which we have been able to make, this dam may cause the relocation of the Crater Lake Highway from Eagle Point to McLeod.

Very truly yours,

R. H. Baldock
State Highway Engineer

R

cc to: H. G. Smith

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 18, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAP 47-A, Crater Lake Highway Little Butte Creek-Elk Creek Section was made on July 28. The report of inspection states that from the North End of the Army Access Road, which is new cement concrete construction, to the Rogue River, the bituminous mat is deeply rutted and cracked.

Although in our report on this project we have given surface maintenance a low rating, we have not classed it as unsatisfactory, knowing the extreme difficulty you have had in past years and are now having in keeping this surface in passable condition. The problem is one more of reconstruction, and we are interested in knowing what you expect to do to rehabilitate this surface.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

1st 2nd + 3rd years [illegible]
[illegible] units [illegible] [illegible] 450,000
Butte Falls [illegible] – Trail 6-5-BM 305,000
Trail – Cascade Gorge 5-5-BM – 425,000
6, 8 + [illegible] units = 30 miles

RECEIVED
AUG 20 1943

[illegible] sent to [illegible].

REFERRED TO
H G Smith
By Chief Engineer

How long —
Sect [illegible]
[illegible]
in post war program

RECEIVED
AUG 20 1943
STATE HIGHWAY COMMISSION

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. NRS 47-A

May 22, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Tom

Ap. 17966

Oregon U. S. Public Works
Project No. NRS 47, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on February 9, 1934, by the Oregon State Highway Commission, and on March 7, 1934, by the Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on June 20, 1934, by the said State Highway Commission, and on August 7, 1934, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works Project No. NRS 47, Section A; and

WHEREAS, the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of said Section A be increased from $50,000.00 to $56,100.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of fifty-six thousand, one hundred and no/100 dollars ($56,100.00) as the share of the United States payable under said act on account of Section A of said project, which does not

> exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read;

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifty-six thousand, one hundred and no/100 dollars ($56,100.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-nine thousand, six hundred ninety-seven and 60/100 dollars ($79,697.60), the approved total estimated cost of Section A of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 11th day of April, 1935, and the Secretary of Agriculture on the 8th day of May, 1935.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission.

Secretary of Agriculture

By
Acting Chief, Bureau of Public Roads.

Oregon U. S. Public Works Project No. NRS 47, Section A.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub.Wks. Project No. NRS 47-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $79,697.60 in lieu of the $50,000.00 approved by Certificate of Aug. 7, 1934, as the total estimated cost of said project, and the sum of $56,100.00 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 8th day of May one thousand nine hundred and thirty-five

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8 4630

#1511

[illegible]

47A

January 19th,1935

Oregon State Highway Commission
Roseburg, Oregon.

Gentlemen: Attention R. A. Collier, Div. Engr.

We acknowledge your letter relative to claim of Mr. H. H. Perry of Eagle Point, Oregon. Your letter is the first advice that we have received regarding this claim and we have taken the matter up with the Cascade Investment Company and if the claim is found in order they will send Mr. Perry a check.

The Cascade Investment Co. state that this is the first information they have had regarding the above bill.

Our company always makes it a policy to promptly attend to matters of this kind and we regret that Mr. Perry was so tardy in submitting his claim.

Very truly yours,

NORTHWEST ROADS COMPANY

By
A. M. Eppling
Asst. Treasurer.

cc. N. B. Glaisyer ✓

#1571

47a

January 15, 1935

United States Fidelity & Guaranty Co.
G. B. Eckles, Agent
1112 Bedell Building
Portland, Oregon

Dear Sir:

I am enclosing a copy of a statement from Perry's Garage, Eagle Point, Oregon, showing their account against the contract of the Northwest Roads Company for the construction of bituminous macadam and oiling on the Little Butte-Elk Creek Section of the CraterLake Highway in Jackson County, being State Highway contract No. 1511. This claim you will note is in the sum of $17.00 and covers tire repairs during the months of June, 1934.

It would appear from the claim that it was incurred by the Cascade Investment Company which was the subcontractor under the Northwest Roads Company in connection with this job. However, as to thiswe arenot advised definitely. In any event the claim is against the Northwest Roads Company job and should be paid if it is a legitimate one.

We are giving you this information inasmuch as you appear as surety on the bond in connection with the Northwest Roads Company on this project.

Very truly yours,

HBG:OC
encl.

Secretary

cc Northwest Roads Company
P.O.Box 5072
Portland, Oregon

8-34
MISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Jan. 14, 1935. IN REPLY PLEASE REFER TO FILE NO.

Northwest Roads Co.
Craig & Warren Roads, P.O. Box 5072
Portland, Oregon.

Dear Sirs:

Mr. H. H. Perry, who operates Perry's Garage at Eagle Point, Oregon has asked about his claim against your company. I am attaching hereto a copy of his bill. If this is a legitimate claim against your company we will appreciate very much your early settlement of it.

Mr. Perry says he has furnished statements before and has been unable to secure any answer. It is possible this garage bill should be paid by the Cascade Investment Company or someone else who was renting you trucks and if so we will appreciate your cooperation in forwarding such statement.

Very truly yours,

E. A. Collier
Division Engineer

cc. H.H. Perry
cc. H. B. Glaisyer
EAC:AWP

Mr. Glaisyer: Mr. H.H. Perry, of Eagle Point has asked us about his claim against the Northwest Roads Co., who held contract for improvement of Little Butte-Elk Creek Section on the Crater Lake Highway last year. A copy of the bill is attached. He says that he has sent statements to the company but has received no answer. I do not have the name of the bonding company but I have written to the Northwest Roads asking them to make settlement if this is a legitimate claim. It might be advisable to notify the bonding company of this outstanding claim.
EAC.

#1511

(U.S. F & G.

PERRY'S GARAGE

Eagle Point Oregon

For Cascade Investment Co.

June 14, 1934	Repairing 2 tires	$2.00
14	2 Boots at 50¢ ea.	1.00
16	Repairing tire	1.50
16-	1 Boot	.50
16	Repairing tire	1.50
19	Repairing tire	1.00
21	Repairing tire	1.00
21	Repairing tire	1.50
21	Repairing tire	1.50
21	Repairing tire	1.50
22	Repairing tire	1.50
22	Repairing tire	1.00
23	Repairing tire	1.50
		17.00

H. H. Perry

copy

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRS 47-A

Aug. 20, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered ~~[illegible]~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

Jon

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Hwy. 17906

Oregon U. S. Public Works
project No. NRS 47, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on February 9, 1934, by the Oregon State Highway Commission, and on March 7, 1934, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works project No. NRS 47, Section A; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section A to provide for the improvement of an extension southwesterly from survey station 1866+04.3 to survey station 1952+00, thereby increasing the length from 16.434 miles to 17.558 miles; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from $66,260.00 to $79,697.60, and that the Federal funds approved and set aside to the credit of said Section A be increased from $47,921.50 to $50,000.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission, and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of fifty thousand and no/100 dollars ($50,000.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article II shall read:

"Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:

"Between survey station 990+50 in Lot 1, Sec. 31, T. 33 S., R. 1 E., at the westerly end of the bridge over Elk Creek, and survey station 1952+00 in the S.W.1/4 of the S.E.1/4 of Sec. 9, T. 36 S., R. 1 W., W.M. (excepting therefrom the bridges between survey stations 1104+40 and 1104+70, 1164 and 1165, 1298+27.5 and 1301+38.5, 1309+70 and 1310+10, 1584+54 and 1585+14, 1866+04.3 and 1867+56.37, and between survey stations 1931+85 and 1932+65), length 17.558 miles, in Jackson County, being Section A of Oregon U. S. Public Works project No. NRS 47, consisting of 17.558 miles of roadway and no bridges of more than 20 ft. clear span, known locally as the Agate - Elk Creek section of the Crater Lake Highway."

To Article III shall be added paragraph (b) to read:

"(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifty thousand and no/100 dollars ($50,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-nine thousand, six hundred ninety-seven and 60/100 dollars ($79,697.60), the approved total estimated cost of Section A of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 20th day of June, 1934, and the Secretary of Agriculture on the 7th day of August, 1934.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission.

By ______________________
Member, State Highway Commission.

By ______________________
Member, State Highway Commission.

Secretary of Agriculture

____
Acting Chief, Bureau of Public Roads.

Oregon U. S. Public Works project No. NRS 47, Section A.

Form PR. 3 Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRH 47-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 79,697.60 in lieu of the $47,921.50 approved by Certificate of Mar. 7, 1934, as the total estimated cost of said project, and the sum of $ 50,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 7 day of August one thousand nine hundred and thirty four

Secretary of Agriculture
~~Secretary of Agriculture.~~

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

#1511

J 7-2

July 30, 1934

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1511 for the construction of the Little Butte Creek-Elk Creek Section of the Crater Lake Highway in Jackson County has been completed by the contractors, Northwest Roads Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 9, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $35,193.85 including the final payment. Of this amount $43.17 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

47a

Form 338—5M—2-34

ORE STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June [illegible], 30, 1934, *193*

Section Little Butte Cr. Elk Cr.

Kind of work Bit Macadam

Highway Crater Lake

Section prefix 15 P K

Contractor Northwest Roads Co.

Contract number 1511

Date of contract Oct. 5, 1934, *193*

Date of completion July 15, 1934, *193*

Date work started May 14, 1934, *193*

Estimated date of completion June 26, 1934, *193*

Amount of contract $ 43565

Per cent of time elapsed 94 %

Estimated cost of completed project, exclusive of engineering $ 41400.

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 1750, 4 %

Date project was completed June 27, 1934, *193*

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate mailed to divsion office this date.

Contractor has bladed shoulders and left job in good appearance except for some places of bleeding between M.P.14 and 16. These places will be taken care of by maintenance forces.

Only work this week done by blade men and one truck with three men picking up papers and general clean up.

RECEIVED
JUL 1 - 1934
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Box 677, Medford, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACIN	MAI ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			~~16.02~~	16.02	
Miles partially completed					
Miles completed		~~100~~	~~16.02~~		
Total estimated quantities			~~16.5~~	16.5	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			2	2	
Hours per shift			5	6	
Average force on project for week				5	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Jackson COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					1	5
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ......, Power graders 2, Rollers ......, Mixers ......, Crushing or screening plants ......,

Compressors ......, Bull dozers ......, Sheet-foot rollers ......, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Hot		
Tuesday	Hot		
Wednesday	Hot		
Thursday	Hot		
Friday	Hot		
Saturday	Clear and warm.		

June 7, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement for the Agate-Little Creek Section, Project No. NRS 47-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

JWN:GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS 47-A

AGATE-ELK CREEK SECTION OF
THE CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 5, 1934.

Original Project (Sta. 1866+04.3 to Sta. 1170+00)

Unit No. 1 (Sta. 1866+04.3 to Sta. 1320+40.0)
Oil Mat Surface Treatment, Type O-11 (Modified) - 20' Roadway

10.2	miles	Preparation of Base	$ 50.00	$ 510.00
6,600	cu.yds.	Placing Mineral Aggregate	1.00	6,600.00
15,600	yd. mi.	Hauling Mineral Aggregate	0.20	3,120.00
130	tons	Emulsified or Cut-back Asphalt	25.50	3,315.00
410	"	No. 3 Oil in Place	23.00	9,430.00
			Sub-total...........	$22,975.00
			10% Engr. & Cont...	2,297.50
			Total...........	$25,272.50

Length of Roadwork on Unit No. 1 10.154 miles
Cost per mile $2,488.92

Unit No. 2 (Sta. 1320+40.0 to Sta. 1170+00)
Bit. Mac. Wearing Surface, Type B-11 (Modified) - 20' Roadway

3.0	miles	Preparation of Base	$ 50.00	$ 150.00
4,100	cu. yds.	Placing Mineral Aggregate	1.00	4,100.00
9,700	yd. mi.	Hauling Mineral Aggregate	0.20	1,940.00
270	tons	Asphalt in Place	25.00	6,750.00
30	"	Emulsified or Cut-back Asphalt	25.50	765.00
			Sub-total..........	$13,705.00
			10% Engr. & Cont...	1,370.50
			Total.........	$15,075.50

Length of Roadwork on Unit No. 2 2.933 miles
Cost per mile $5,139.95

EXTENSION OF ORIGINAL PROJECT (STA. 1170+00 TO STA. 990+50)

Unit No. 3 (Sta. 1170+00 to Sta. 990+50) (Contract Prices)
Oil Mat Surface Treatment, Type O-11 (Modified) - 18' Roadway

3.3	miles	Preparation of Base	$ 50.00	$ 165.00

2,000	cu. yds.	Placing Mineral Aggregate	$ 1.00	$ 2,000.00
4,700	yd. mi.	Hauling Mineral Aggregate	0.20	940.00
40	tons	Emulsified or Cut-back Asphalt in Seal Coat	25.50	1,020.00
120	"	No. 3 Oil in Place	23.00	2,760.00

Sub-total.................. $ 6,885.00
10% Engr. & Cont.......... 688.50

Total.................. $ 7,573.50

Length of Roadwork on Unit No. 3 3.347 miles
Cost per mile...................... $ 2,262.77

North Unit, Agate-Little Butte Creek (Sta. 1867+57.37 to Sta. 1952+00). Bit. Mac., Type B-2 (Modified) - 20' Roadway

2,000	cu. yds.	Excavation, Single Classification	$ 0.60	$ 1,200.00
500	yd. sta.	Overhaul	0.05	25.00
1,200	yd. mi.	Truck Haul	0.20	240.00
24	lin. ft.	12" Corrugated Iron Pipe	1.50	36.00
6	" "	18" " " "	2.50	15.00
6	" "	24" " " "	5.00	30.00
12	" "	36" " " "	10.00	120.00
3,500	cu. yds.	Gravel Surfacing	1.35	4,725.00
130	M-Gals.	Sprinkling	2.00	260.00
350	cu. yds.	Filler	0.40	140.00
700	yd. mi.	Hauling Filler	0.20	140.00
1,100	cu. yds.	Mineral Aggregate in Place	2.75	3,025.00
12	tons	Emulsified or Cut-back Asphalt	28.00	336.00
74	"	No. 3 Road Oil in Place	26.00	1,924.00

Sub-total.................. $ 12,216.00
10% Engr. & Cont.......... 1,221.60

Total.................. $ 13,437.60

Length of Roadwork........... 1.124 miles
Cost per mile................. $11,955.16

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	ERS Funds	State Funds
Original Project			
Unit No. 1	$25,272.50	$ 20,593.93	$ 4,678.57
Unit No. 2	15,075.50	12,284.65	2,790.85
Extension			
Unit No. 3	7,573.50	6,171.46	1,402.04
North Unit, Agate-Little Butte Crk.	13,437.60	10,949.96	2,487.64
	$61,359.10	$ 50,000.00(81.48%)	$ 11,359.10

NON-PARTICIPATING ITEMS ON UNITS 1, 2 AND 3

MINERAL AGGREGATE IN STOCKPILES (FURNISHED UNDER STATE CONTRACT NO. 1232

Unit No. 1

2,760	cu. yds.	1½" - 3/4" Matls. in Stockpile	$ 1.20	$3,312.00
1,130	" "	3/4" - ½" " " "	1.25	1,412.50
1,870	" "	½" - 1/8" " " "	1.25	2,337.50
14,400	yd. mi.	Hauling Stockpiled Materials	0.16	2,304.00
				$ 9,366.00

Unit No. 2

2,200	cu. yds.	2½" - 1½" Matls. in Stockpile	$ 1.20	$ 2,664.00
740	" "	1½" - 3/4" " " "	1.20	888.00
330	" "	3/4" - ½" " " "	1.25	412.50
550	" "	½" - 1/8" " " "	1.25	687.50
9,600	yd. mi.	Hauling Stockpiled Materials	0.16	1,536.00
				$ 6,188.00

Unit No. 3

820	cu. yds.	1½" - 3/4" Matls. in Stockpile	$ 1.20	$ 984.00
340	" "	3/4" - ½" " " "	1.25	425.00
550	" "	½" - 1/8" " " "	1.25	687.50
4,300	yd. mi.	Hauling Stockpiled Materials	0.16	688.00
				$ 2,784.50

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 248, Laws 1931.

State Funds for Maintenance: Chapter 41, Laws 1927; Chapter 248, Laws 1931.

FORM 5-A-1 19743 10M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

6-1-2

May 29, 1934.

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

R.H. Baldock
State Highway Engr.
Salem, Oregon,

ATTENTION: H. G. SMITH

Dear Sir:

Our contractors Northwest Roads Co., are placing O-11 and B-11 between Eagle Point and Elk Creek on the Crater Lake Highway. They want to work Sundays when weather is favorable so that should rain come later in the week they will be able to get in the full number of hours permitted under federal regulations. The Crater Lake Highway is a pleasure road and it seems to me the contractor should not work on Sundays on account of the interference with traffic.

I would be pleased to receive instructions from you concerning Sunday work on this section.

It is probable that the work will be completed about June 20th. Five miles have been completed so far.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

May 17, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S.Public Works project NRS 47-A, the Agate-Elk Creek section of the Crater Lake Highway, to E. C. Hall, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Iron

FORM 9-A-1 12743 10M 3-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 24, 1934

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: W. G. SMITH

Dear Sir:

Attached hereto you will find Order For State Force Work on Contract Projects, Little Butte Creek to Elk Creek. This bituminous macadam surfacing project is under contract to Northwest Roads, who expect to start early in May. There are three short sections, which will be greatly improved by a small amount of grade widening and in fact unless we do some grade widening it will be necessary to narrow up the macadam a little bit.

The contractor is not on the job yet but I believe it will be well to have this work done before he comes.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock

EAC:AMF

FORM 5-A-1 12748 10M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

41-a

April 10, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Northwest Roads Co., Inc.
Craig & Warren Roads
P.O. Box 5072
Portland, Oregon.

Dear Sirs:

Please advise when you expect to start work on the Little Butte Creek-Elk Creek bituminous macadam contract on the Crater Lake Highway.

V. L. Goodnight, whose office is in the courthouse at Medford, is to be the resident engineer. Please also advise me from what company you expect to purchase your asphalt, so we may arrange for tests at shipping points.

Very truly yours,

E. A. Collier
Division Engineer

cc. S.H. Probert
E C:AWF

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon USPW
Project No. NRS 47-A

March 20, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~[illegible]~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

Appr- 17906

Form P. R. 2
State Oregon
U. S. Public Works
Project No. NRS 47, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

-

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of February, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 24th day of July, 1933, a project statement, which was approved by the Secretary on the 11th day of August, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 15th day of September, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-seven thousand, nine hundred twenty-one and 50/100 dollars ($47,921.50) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "National Recovery Highway Funds" appropriated by Act approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chapter 175, laws of 1927, and Chapter 31, laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 990+50, at the westerly end of the bridge over Elk Creek in Lot 1, in Section 31, T. 33 S., R. 1 E., W. M., and survey station 1866+04.3, at the northerly end of the bridge over Little Butte Creek, in the S. W. 1/4 of Sec. 3, T. 36 S., R. 1 W., W.M., (excepting therefrom 5 bridges of more than 20 feet clear span, between survey stations 1104+40 and 1104+70; survey stations 1164+00 and 1165+00; survey stations 1298+27.5 and 1301+38.5; survey stations 1309+70 and 1310+10; and survey stations 1584+54 and 1585+14, respectively)., length 16.434 miles, in Jackson County, being Section A of Oregon U. S. Public Works project No NRS 47, consisting of 16.434 miles of roadway and no bridges, of more than 20 feet clear span, known locally as the Little Butte Creek-Elk Creek Section of the Crater Lake Highway between Medford and Crater Lake.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of forty-seven thousand, nine hundred twenty-one and 50/100 dollars ($47,921.50), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-six thousand, two hundred sixty and 00/100 dollars ($66,260.00), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

125

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 7 day of March, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

By Wilson
Acting Chief, Bureau of Public Roads.

VD

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRS 47-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $66,260.00 as the total estimated cost of said project, and the sum of $47,921.50 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 7 day of March one thousand nine hundred and thirty four

Secretary of Agriculture
~~Secretary of Agriculture.~~
By
Acting Chief, Bureau of Public Roads.

8—4820

DIVISION OF DESIGN

VD

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 7, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for modifying Oregon U.S.Public Works project NRS 47-A, the Agate-Elk Creek section of the Crater Lake Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

ADDRESS ALL COMMUNICATIONS
TO THE COMPANY

TELEPHONE TABOR 2062

NORTHWEST ROADS COMPANY

CRAIG & WARREN ROADS
PORTLAND

P. O. BOX 5072
OREGON

47-A

February 17th, 1934.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir: SUBJECT: CONTRACT NO. 1511.

We acknowledge your letter of Feb. 15th enclosing Supplemental Special Provision covering penetration of asphalt to be used in the above numbered contract, which is Little Butte Creek-Elk Creek Section of Medford Crater Lake Highway.

Very truly yours,

NORTHWEST ROADS COMPANY

By
Theodore Shoemaker
President

TS:E

REFERRED TO
Probert
By State Highway Engineer

February 23, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for bituminous macadam construction on the North Unit, Agate-Little Butte Creek Unit, Project NRS 47-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover. We are, also, sending five blueprint copies of the title sheet of the plans for the Little Butte Creek-Elk Creek Section, which sheet has been revised to indicate all work being done on Project NRS 47-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/CS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS 47-A

AGATE-ELK CREEK SECTION OF
THE CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans for the North Unit, Agate-Little Butte Creek Section of the Crater Lake Highway in Jackson County.)

Salem, Oregon, May 1, 1934

ORIGINAL PROJECT (STA. 1866+04.3 TO STA. 1170+00)

Unit No. 1 (Sta. 1866+04.3 to Sta. 1328+40.0) (Contract Prices)
Oil Mat Surface Treatment, Type O-11 (Modified) - 20' Roadway

10.2	Miles	Preparation of Base	$ 50.00	$ 510.00
6,600	cu. yds.	Placing Mineral Aggregate	1.00	6,600.00
15,600	yd. mi.	Hauling Mineral Aggregate	0.20	3,120.00
130	tons	Emulsified or Cut-back Asphalt in Seal Coat	25.50	3,315.00
410	"	No. 3 Oil in Place	23.00	9,430.00
			Sub-total	$ 22,975.00
			10% Engr. & Cont.	2,297.50
			Total	$ 25,272.50

Length of Roadwork on Unit No. 1 10.154 mi.
Cost per mile $2,488.92

Unit No. 2 (Sta. 1328+40.0 to Sta. 1170+00) (Contract Prices)
Bituminous Macadam Wearing Surface, Type B-11 (Modified) - 20' Roadway

3.0	miles	Preparation of Base	$ 50.00	$ 150.00
4,100	cu. yds.	Placing Mineral Aggregate	1.00	4,100.00
9,700	yd. mi.	Hauling Mineral Aggregate	0.20	1,940.00
270	tons	Asphalt in Place	25.00	6,750.00
30	"	Emulsified or Cut-back Asphalt in Seal Coat	25.50	765.00
			Sub-total	$ 13,705.00
			10% Engr. & Cont.	1,370.50
			Total	$ 15,075.50

Length of Roadwork on Unit No. 2 2.933 mi.
Cost per mile $ 5,139.95

EXTENSION OF ORIGINAL PROJECT (STA. 1170+00 TO STA. 990+50)

Unit No. 3 (Sta. 1170+00 to Sta. 990+50) (Contract Prices)
Oil Mat Surface Treatment, Type O-11 (Modified) - 18' Roadway

A

3.3	miles	Preparation of Base	$ 50.00	$ 165.00
2,000	cu. yds.	Placing Mineral Aggregate	1.00	2,000.00
4,700	yd. mi.	Hauling Mineral Aggregate	0.20	940.00
40	tons	Emulsified or Cut-back Asphalt in Seal Coat	25.50	1,020.00
120	"	No. 3 Oil in Place	23.00	2,760.00
			Sub-total	$ 6,885.00
			10% Engr. & Cont.	688.50
			Total	$ 7,573.50

Length of Roadwork on Unit No. 3 3.347 miles
Cost per mile $ 2,262.77

North Unit, Agate-Little Butte Creek
(Sta. 1867+57.37 to Sta. 1927+00) (Estimated Prices)
Bituminous Macadam, Type B-2 (Mod.) - 20' Roadway

2,000	cu. yds.	Excavation, Single Classification	$0.50	$ 1,000.00
500	yd. sta.	Overhaul	0.03	15.00
1,200	yd. mi.	Truck Haul	0.15	180.00
24	lin. ft.	12" Corr. Iron Pipe	1.50	36.00
6	" "	18" Corr. Iron Pipe	2.50	15.00
6	" "	24" Corr. Iron Pipe	3.50	21.00
12	" "	36" Corr. Iron Pipe	6.00	72.00
3,500	cu. yds.	Gravel Surfacing	1.00	3,500.00
130	M-Gal.	Sprinkling	1.50	195.00
350	cu. yds.	Filler	0.50	175.00
700	yd. mi.	Hauling Filler	0.20	140.00
1,100	cu. yds.	Mineral Aggregate in Place	3.50	3,850.00
12	tons	Emulsified or Cut-back Asphalt	27.00	324.00
74	"	No. 3 Road Oil in Place	26.00	1,924.00
88	"	Tar in Place	26.00	(Alternate)
			Sub-total	$ 11,447.00
			10% Engr. & Cont.	1,144.70
			Total	$ 12,591.70

Length of Roadwork 1.124 miles
Cost per mile $ 11,202.58

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	NRH Funds	State Funds
Original Project			
Unit No. 1	$ 25,272.50	$ 20,881.81	$ 4,390.69
" No. 2	15,075.50	12,456.37	2,619.13
Extension			
Unit No. 3	7,573.50	6,257.73	1,315.77
North Unit, Agate-Little Butte Creek	12,591.70	10,404.09	2,187.61
	$ 60,513.20	$ 50,000.00	$ 10,513.20

NON-PARTICIPATING ITEMS ON UNITS 1, 2 AND 3

MINERAL AGGREGATE IN STOCKPILES (FURNISHED UNDER STATE CONTRACT NO. 1232

Unit No. 1

2,760	cu. yds.	1½" - ¾" Matls. in Stockpile	$ 1.20	$ 3,312.00
1,130	" "	¾" - ½" " " "	1.25	1,412.50
1,870	" "	½" - 1/8" " " "	1.25	2,337.50
14,400	yd. mi.	Hauling Stockpiled Materials	0.16	2,304.00
				$ 9,366.00

Unit No. 2

2,220	cu. yds.	2½" - 1½" Matls. in Stockpile	$ 1.20	$ 2,664.00
740	" "	1½" - ¾" " " "	1.20	888.00
330	" "	¾" - ½" " " "	1.25	412.50
550	" "	½" - 1/8" " " "	1.25	687.50
9,600	yd. mi.	Hauling Stockpiled Materials	0.16	1,536.00
				$ 6,188.00

Unit No. 3

820	cu. yds.	1½" - ¾" Matls. in Stockpile	$ 1.20	$ 984.00
340	" "	¾" - ½" " " "	1.25	425.00
550	" "	½" - 1/8" " " "	1.25	687.50
4,300	yd. mi.	Hauling Stockpiled Materials	0.16	688.00
				$ 2,784.50

B

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Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS 47-A

AGATE-ELK CREEK SECTION OF
THE CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans for the North Unit, Agate-Little Butte Creek Section of the Crater Lake Highway in Jackson County)

Salem, Oregon, ~~February~~ May 23, 1934

ORIGINAL PROJECT (STA. 1866+04.3 TO STA. 1170+00)

Unit No. 1 (Sta. 1866+04.3 to Sta. 1328+40.0) (Contract Prices)
Oil Mat Surface Treatment, Type O-11 (Modified) - 20' Roadway

10.2	Miles	Preparation of Base	$50.00	$ 510.00
6,600	cu. yds.	Placing Mineral Aggregate	1.00	6,600.00
15,600	yd. mi.	Hauling " "	0.20	3,120.00
130	tons	Emulsified or Cut-back Asphalt in Seal Coat	25.50	3,315.00
410	"	No. 3 Oil in Place	23.00	9,430.00
		Sub-total		$22,975.00
		10% Engr. & Cont.		2,297.50
		Total		$25,272.50

Length of Roadwork on Unit No. 1 10.154 mi.
Cost per mile $2,488.92

Unit No. 2 (Sta. 1328+40.0 to Sta. 1170+00) (Contract Prices)
Bituminous Macadam Wearing Surface, Type B-11, (Modified) - 20' Roadway

3.0	miles	Preparation of Base	$50.00	$ 150.00
4,100	cu. yds.	Placing Mineral Aggregate	1.00	4,100.00
9,700	yd. mi.	Hauling " "	0.20	1,940.00
270	tons	Asphalt in Place	25.00	6,750.00
30	"	Emulsified or Cutback Asphalt in Seal Coat	25.50	765.00
		Sub-total		$13,705.00
		10% Engr. & Cont.		1,370.50
		Total		$15,075.50

Length of Roadwork on Unit No. 2 2.933 mi.
Cost per mile $5,139.95

EXTENSION OF ORIGINAL PROJECT (STA. 1170+00 TO STA. 990+50)

Unit No. 3 (Sta. 1170+00 to Sta. 990+50) (Contract Prices)
Oil Mat Surface Treatment, Type O-11 (Modified) - 18' Roadway

3.3	miles	Preparation of Base	$50.00	$ 165.00
2,000	cu. yds.	Placing Mineral Aggregate	1.00	2,000.00
4,700	yd. mi.	Hauling " "	0.20	940.00
40	tons	Emulsified or Cutback Asphalt in Seal Coat	25.50	1,020.00
120	tons	No. 3 Oil in Place	23.00	2,760.00
			Sub-total	$ 6,885.00
			10% Engr. & Cont.	688.50
			Total	$ 7,573.50

Length of Roadwork on Unit No. 3 3.347 miles
Cost per mile $2,262.77

North Unit, Agate-Little Butte Creek (Estimated Prices)
(Sta. 1867+57.37 to 1952+00) 18' Roadway

2,000	cu. yds.	Excavation, Single Classification	$0.35	$ 700.00
500	yd. stas.	Overhaul	0.05	25.00
1,200	yd. mi.	Truck Haul	0.20	240.00
24	lin. ft.	12" Corrugated Iron Pipe	1.50	36.00
6	" "	18" " " "	2.00	12.00
6	" "	24" " " "	3.00	18.00
12	" "	36" " " "	5.00	60.00
2,100	cu. yds.	Mineral Aggregate in Place	3.25	6,825.00
130	tons	Asphalt in Place	25.00	3,250.00
10	"	Emulsified or Out-back Asphalt in Seal Coat	25.00	250.00
700	cu. yds.	Gravel Shoulders	0.90	630.00
70	" "	Filler	0.50	35.00
140	yd. mi.	Hauling Filler	0.20	28.00
			Sub-total	$12,109.00
			10% Engr. & Cont.	1,210.90
			Total	$13,319.90

Length of Roadwork 1.124 miles
Cost per mile $11,850.04

National Recovery Secondary Highway Funds Requested:

Unit No. 1	$25,272.50
" " 2	15,075.50
" " 3	7,573.50
North Unit, Agate-Little Butte Sec.	13,319.90
	$61,241.40

NON-PARTICIPATING ITEMS ON UNITS 1, 2 AND 3

MINERAL AGGREGATE IN STOCKPILES (FURNISHED UNDER

STATE CONTRACT NO. 1232)

Unit No. 1

2,760	cu. yds.	1-½" - 3/4" Matls. in Stockpile	$1.20	$3,312.00
1,130	" "	3/4" - ½" " " "	1.25	1,412.50
1,870	" "	½" - 1/8" " " "	1.25	2,337.50
14,400	yd. mi.	Hauling Stockpiled Materials	0.16	2,304.00
				$9,366.00

Unit No. 2

2,200	cu. yds.	2½" - 1½" Matls. in Stockpile	$1.20	$2,664.00
740	" "	1½" - 3/4" Matls. " "	1.20	888.00
330	" "	3/4" - ½" " " "	1.25	412.50
550	" "	½" - 1/8" " " "	1.25	687.50
9,600	yd. mi.	Hauling Stockpiled Materials	0.16	1,536.00
				$6,188.00

Unit No. 3

820	cu. yds.	1½" - 3/4" Matls. in Stockpile	$1.20	$ 984.00
340	" "	3/4" - ½" " " "	1.25	425.00
550	" "	½" - 1/8" " " "	1.25	687.50
4,300	yd. mi.	Hauling Stockpiled Materials	0.16	688.00
				$2,784.50

February 15, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In compliance with the request contained in your letter of February 1st, we have prepared a supplemental special provision making a definite provision as to the degree of penetration of the asphalt to be used in the construction of bituminous macadam wearing surface on the Little Butte Creek-Elk Creek Section of the Crater Lake Highway, Project NRS 47-A.

Five copies of this supplemental special provision are being submitted herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

Little Butte Creek-Elk Creek,

Bituminous Macadam and Oiling

SUPPLEMENTAL SPECIAL PROVISION

Asphalt Penetration:

The asphalt to be used in the construction of the bituminous macadam wearing surface shall be asphalt of 130-150 penetration.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Little Butte - Elk Creek

Dear Sir:

Reference is made to plans, specifications and estimate for Oregon U.S.Public Works project NRS 47-A, submitted in September, 1933.

In a review of this project it is noted that the special provisions for Asphalt refer to Section 44 of the Standard Specifications where the range of penetration is not specified, presumably with the intention of covering this in the special provisions.

While the standard specification for Bituminous Macadam, Section 19, states that unless otherwise specified or ordered, the penetration shall be 130-150, still the subject is not as clear as is desirable. For this reason we have been requested to secure copies of an insert showing this information. Will you please send five copies of the insert at your early convenience.

Very truly yours,

W. H. Lynch
W. H. LYNCH
District Engineer

REFERRED TO
Probert
By State Highway Engineer
Please oblige
Mr. Lynch

October 18, 1933

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Little Butte-Elk Creek Section, Project NRS 47-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary Hwy. Proj. No. NRS-47-A

LITTLE BUTTE CREEK-ELK CREEK SECTION
OF THE CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 17, 1933.

ORIGINAL PROJECT (STA. 1866+04.3 TO STA. 1170+00)

Unit No. 1 (Sta. 1866+04.3 to Sta. 1328+40.0)
Oil Mat Surface Treatment, Type O-11 (Modified) - 20' Roadway

10.2	Miles	Preparation of Base	$50.00	$ 510.00
6,600	cu. yds.	Placing Mineral Aggregate	1.00	6,600.00
15,600	yd. mi.	Hauling " "	0.20	3,120.00
130	tons	Emulsified or Cut-back Asphalt in Seal Coat	25.50	3,315.00
410	"	No. 3 Oil in Place	23.00	9,430.00
		Sub-total		$22,975.00
		10% Engr. & Cont.		2,297.50
		Total		$25,272.50

Length of Roadwork on Unit No. 1 10.154 miles
Cost per mile $2,488.92

Unit No. 2 (Sta. 1328+40.0 to Sta. 1170+00)
Bituminous Macadam Bearing Surface, Type B-11 (Modified) - 20' Roadway

3.0	miles	Preparation of Base	$50.00	$ 150.00
4,100	cu. yds.	Placing Mineral Aggregate	1.00	4,100.00
9,700	yd. mi.	Hauling " "	0.20	1,940.00
270	tons	Asphalt in Place	25.00	6,750.00
30	"	Emulsified or Cutback Asphalt in Seal Coat	25.50	765.00
		Sub-total		$13,705.00
		10% Engr. & Cont.		1,370.50
		Total		$15,075.50

Length of Roadwork on Unit No. 2 2.933 miles
Cost per mile $5,139.95

EXTENSION OF ORIGINAL PROJECT (STA. 1170+00 TO STA. 990+50)

Unit No. 3 (Sta. 1170+00 to Sta. 990+50)

Oil Mat Surface Treatment, Type C-11 (Modified) - 18' Roadway

3.3	miles	Preparation of Base	$50.00	$ 165.00
2,000	cu. yds.	Placing Mineral Aggregate	1.00	2,000.00
4,700	yd. mi.	Hauling " "	0.20	940.00
40	tons	Emulsified or Cutback Asphalt in Seal Coat	25.50	1,020.00
120	tons	No. 3 Oil in Place	23.00	2,760.00
		Sub-total		$ 6,885.00
		10% Engr. & Cont.		688.50
		Total		$ 7,573.50

Length of Roadwork on Unit No. 3 3.347 miles
Cost per mile $2,262.77

National Recovery Secondary Highway Funds Requested:

Unit No. 1	$25,272.50
Unit No. 2	15,075.50
Unit No. 3	7,573.50
	$47,921.50

State Funds for Constr: Chap. 175, laws 1917: Chap. 31, laws 1920
" " " Maint: Chap. 41, laws 1927

NON-PARTICIPATING ITEMS

MINERAL AGGREGATE IN STOCKPILES (FURNISHED UNDER STATE CONTRACT NO. 123[illegible])

Unit No. 1

2,760	cu. yds.	1-1/4" - 3/4" Matls. in Stockpile	$1.20	$ 3,312.00
1,130	" "	3/4" - 1/2" " " "	1.25	1,412.50
1,870	" "	1/2" - 1/8" " " "	1.25	2,337.50
14,400	yd. mi.	Hauling Stockpiled Materials	0.16	2,304.00
				$ 9,366.00

Unit No. 2

2,220	cu. yds.	2-1/4" - 1-1/4" Matls. in Stockpile	$1.20	$ 2,664.00

[illegible]	cu. yds.	1-1/2" - 3/4" Matls. in Stockpile	$1.50	$	[illegible]
[illegible]	" "	3/4" - 1/4" " " "	1.[illegible]		[illegible]
[illegible]	" "	1/4" - 1/[illegible] " " "	1.[illegible]		[illegible]
[illegible]	yd. mi.	Hauling Stockpiled Materials	0.16		[illegible]
				$	6,1[illegible].00

Unit No. 2

[illegible]	cu. yds.	1-1/2" - 3/4" Matls. in Stockpile	$1.[illegible]	$	[illegible]
[illegible]	" "	3/4" - 1/4" " " "	1.[illegible]		[illegible]
[illegible]	" "	1/4" - 1/[illegible] " " "	1.[illegible]		[illegible]
[illegible]	yd. mi.	Hauling Stockpiled Materials	0.16		[illegible]
				$	[illegible]

[illegible]

October 9, 1933

Mr. E. A. Collier
Division Engineer
Roseburg, Oregon

Dear Sir:

When a resident construction engineer is assigned to the Northwest Roads Co. Contract for bituminous macadam and oiling construction on the Little Butte Creek-Elk Creek Section of the Crater Lake Highway, will you please request him to wire W. M. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, on the day that work is started on the project, advising Mr. Lynch of the commencement of the work. In the wire the project should be referred to as Contract No. 1511, National Recovery Secondary Project 47-A.

Work on the project will be considered to have started on the day that camp erection, or any other work of a manual nature, is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of the wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by R. Alvick/ME

4-1-a

October 7, 1933

Northwest Roads Company
Craig & Warren Roads
P. O. Box 5072
Portland, Oregon

Gentlemen:

For use in connection with the Little Butte Creek-Elk Creek bituminous macadam and oiling project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, City Hall, Medford, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. E. A. Collier

cc Resident Engineer

71d 47-a

October 7, 1933

Northwest Roads Company
Box 5072
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted your bid submitted on October 5, 1933, for the construction of 3.0 miles of bituminous macadam and 13.5 miles of oil mat surface treatment on the Little Butte Creek-Elk Creek Section of the Crater Lake Highway in Jackson County, and has awarded this contract to you at your bid price of $43,565.00.

Please consider this letter as official notice to you to commence construction on the above projects at once. Contract forms will be sent you shortly for execution.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RNB

1511

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 5, 1933

OCT 20 1933
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRS 47, the Little Butte Creek-Elk Creek section of the Crater Lake Highway, to Northwest Roads Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

[illegible]
Sr. Highway Engineer

August 11, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are today telegraphically advised that project statement 141 (Marshfield-Lakeside) was approved on the tenth.

We are likewise advised that Oregon project statement NRS 47 (Crater Lake) was approved on the eleventh.

Very truly yours,

W. H. LYNCH
District Engineer.

PR—NPS #7

JULY
Twenty-Fourth
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of the first sheet of the project statement, and likewise five blueprint copies of the project statement map for the Medford-Elk Creek Section of the Crater Lake Highway. These papers have been revised in accord with the suggestions contained in your letter of July 21.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon

PROJECT NO. NRS-47
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) June 26, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Eagle Point-Little Butte Creek Sec., Crater Lake Highway

2. Between control points of official description: .... and ....

3. Between intermediate control points if used: .... and ....

County of Jackson

26.3 26.3

4. Length in miles (gross) 17.9 (net) 17.9

5. Preliminary estimate of cost: Total, $ - ; section of road to be first improved, $ 15,500,

of which $ - is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ....
(Amount.)

....
(Source; refer to statute.)

(b) County ....
(Amount.) (Source; refer to statute.)

....

8—3073

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income, Chap. 41, Laws 1927 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By
As Chairman
(Title of officer.)

By
As Commissioner
(Title of officer.)

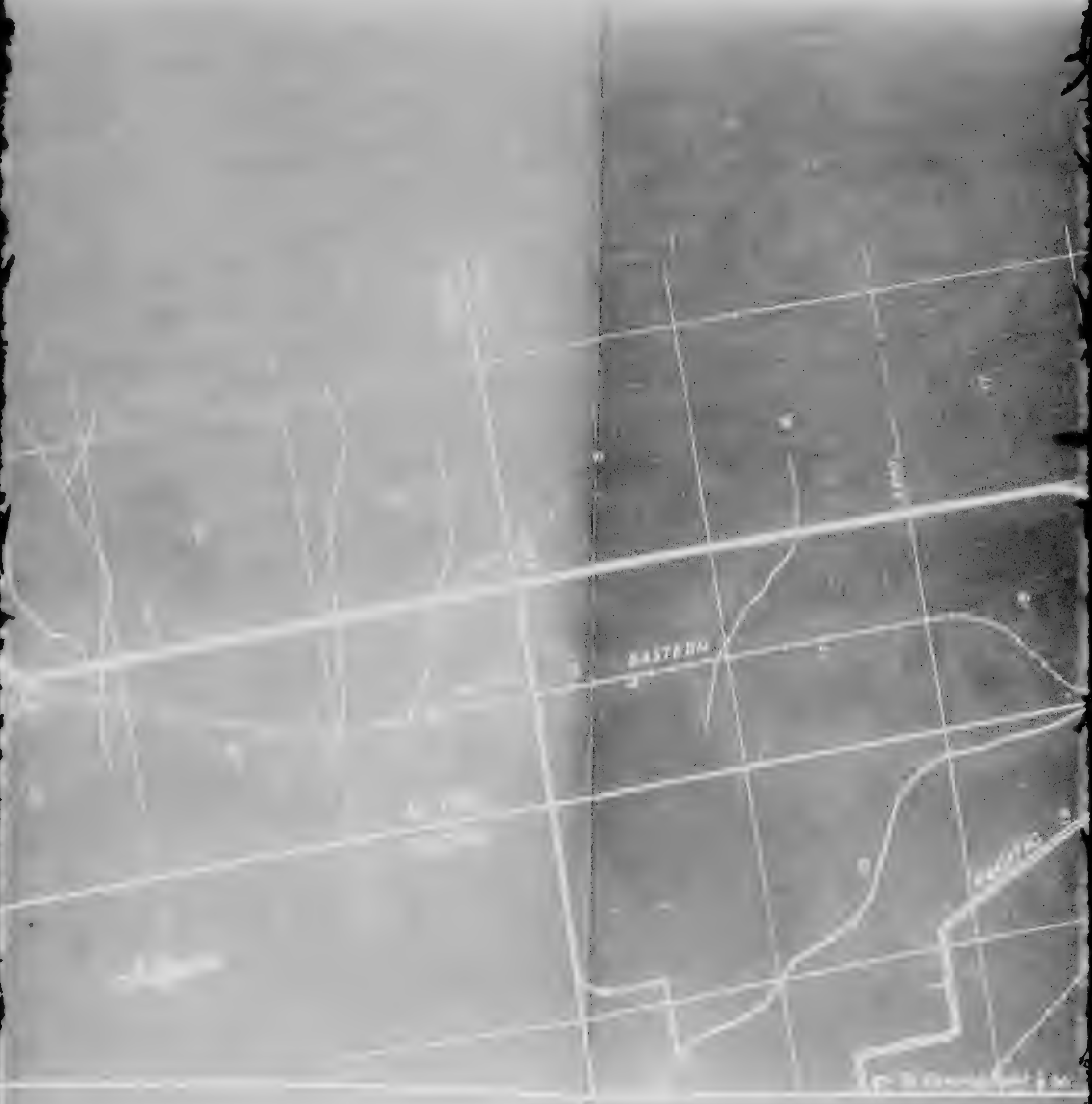
By
As Commissioner
(Title of officer.)

[illegible] 8—5073

MEDFORD
CRATE
JA
Scale 1" = 3000'
STRUCTURE
No. 1
Indian
15
10

CRATER LAKE
JACKSON COUNTY
FED. AID PROJ.
STRUCTURE No.

FED. AID HWY. NO. 87
STRATTON RD.
ROGUE
RIVER


EASTERN

END OF PROJECT
Creek
MEDFORD
S. F. R. No. 67

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 21, 1933

RECEIVED
JUL 22 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to telephone conversation between Mr. Probert and Mr. Davis relative to extending the project statement covering Oregon F.A.P. 47 Revised back to Medford so as to take care of proposed work.

These revised papers have not been received and suggest they be submitted in order that the project statement may be transmitted for approval.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

PR-[illegible]R[illegible]47

JULY
First
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Eagle Creek-Butte Creek Section of the Crater Lake Highway which section we desire to improve by oiling and bituminous macadam work, as a National Recovery Highway Secondary Project. It has occurred to us that the incomplete information concerning the description of control points and number of the project can be supplied by your office, if the project is included in the approved program.

Your attention is called to the condition that most of this project coincides with F. A. P. No. 47.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

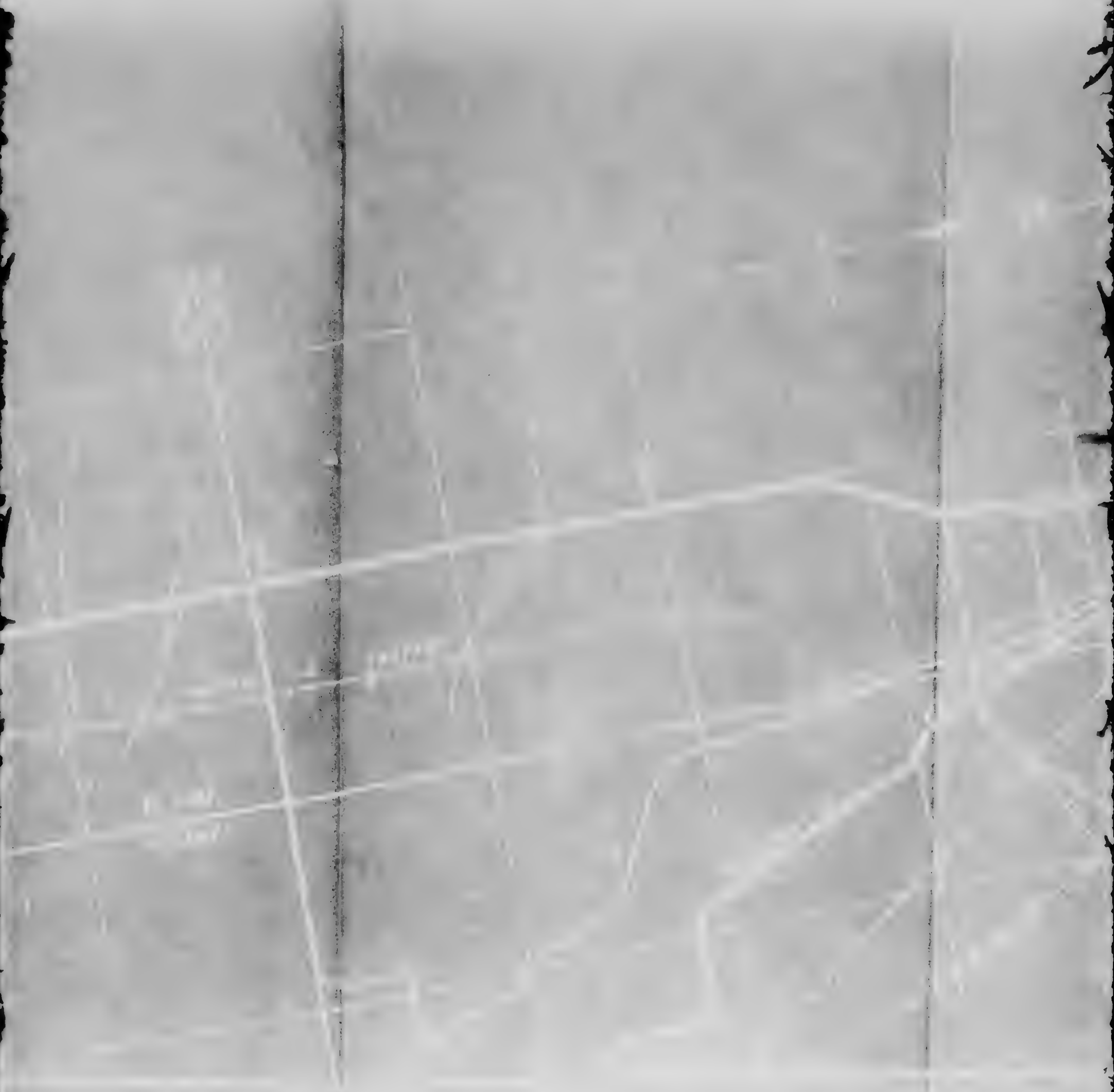
S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

EAGLE POINT
CRATER
JACK
1" = 3000'
Indian
Cr.

POINT
CRATER
PROJ. No



MEDFORD

FORM 6766 12-28
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

47-6

OREGON STATE HIGHWAY COMMISSION

SALEM

May 31, 193

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: F. G. SMITH

Dear Sir:

In compliance with your letter of May 26th, I am inclosing herewith Special Provisions for the Eagle Point-Trail bituminous macadam and oiling project.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AW

2 1/4 - 1 1/4 - 2224
1 1/4 - 3/4 - 4473
3/4 - 1/2 - 4165
1/2 - 1/8 - 4158

REFERRED TO
Probert
By State Highway Engineer

FORM

SPECIAL PROVISIONS

Eagle Point-Trail Bituminous Macadam and Oiling

TIME AND PLACE OF RECEIVING BIDS

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract, if awarded, consists of the following work on the Eagle Point-Trail Section of the Crater Lake Highway in Jackson County.

1. Construction of 3.5 miles of bituminous macadam wearing surface (Type B-11)

2. Application of 13.2 miles of oil mat surface treatment (Type O-11)

3. The west end of the project is at Little Butte Creek mile post 10.5 near Eagle Point. The east end of the project is at Elk Creek, mile post 27.1 which is 3.5 miles east of Trail.

UNITS ON WHICH WORK IS TO BE DONE

The project consists of the following units:

Unit No.	Location	Length	Kind of Work
1	M.P. 10.5 to M.P. 20.2	9.7 miles	O-11
2	M.P. 20.2 to M.P. 23.7	3.5 miles	B-11
3	M.P. 23.7 to M.P. 27.1	3.5 miles	O-11

Width

The width on all units shall be 16 feet plus widening on curves.

DATE OF COMPLETION

The work to be done under this contract shall be completed not later than August 31, 1933.

BITUMINOUS MACADAM WEARING SURFACE TYPE B-11

Standard Specification to Apply:

The bituminous macadam wearing surface to be constructed on unit No. 2 shall be constructed in accordance with the standard specification for Bituminous Macadam Wearing Surface, Penetration type given in Section 19 of the standard specification form.

TYPE OF TREATMENT

The type of bituminous macadam wearing surface to be constructed on unit No. 2 shall be that type designated as type B-11.

Eagle Point-Trail Bituminous Macadam and Oiling

OIL MAT SURFACE TREATMENT TYPE O-11

Standard Specification to Apply:

The oil mat treatment to be applied on units 1 and 3 shall be applied in accordance with the standard specification for "Oil Mat Surface Treatment" given in Section 17 of the Standard Specification form except that the seal shall be applied in accordance with specification for Bituminous Macadam, Section 19.

Type of Treatment:

The particular type of oil mat surface treatment to be applied to units No. 1 and 3 shall be that type which is referred to in Standard Specification as Type O-11. The seal shall be applied as specified for Bituminous Macadam.

MISCELLANEOUS PROVISIONS

Type of Base:

The base on which this surfacing is to be placed is an old bituminous macadam.

NO AGGREGATES TO BE FURNISHED BY THE CONTRACTOR.

The aggregates required in the construction of the bituminous macadam wearing surface and oil mat surface treatment are to be furnished by the State as specified on Page 62 and 63 of Standard Specification form.

Contractor to Furnish Flagmen and Pilot Cars:

Contrary to the provisions which appear on pages 64 and 65 of the standard specifications form, the state will bear no part of the expense of controlling traffic or of conducting traffic past the work. All flagmen, pilot cars and pilot car drivers required to control and conduct traffic in a manner satisfactory to the engineer shall be furnished by the contractor, and compensation therefor shall be understood to be included in the payments made for some one or more of the listed bid items.

June 1, 1933

Special Provisions

EAGLE POINT - TRAIL - B-11 and B-11

ENGINEERS ESTIMATE

Preparation of Base	16.7 miles @ $50.	$835.
Placing Mineral Aggregates, Units 1 and 3	7400 cu. yds. @ $1.10	8140.
Placing Mineral Aggregate Unit 2	4300 cu. yds. @ $1.10	4730.
No. 3 Road Oil in place Units 1 and 3	490 tons @ $24.00	11,760.
Asphalt in place Unit 2	270 tons @ $25.00	6750.
Cut-back Asphalt in place Units 1, 2 & 3	150 tons @ $25.00	3750.
Hauling Aggregate all units.	26,000 cu. yd. @.15	3900.
	TOTAL.........	39865.00

Additional Items

Contingencies 4%	1595.
Engineering 6%	2390.
	43,850

47-a

Sept. 28, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Reference is made to your letter of September 11th, submitting proposed specifications for a plant mix bituminous macadam wearing surface on the Medford-Little Butte Creek Section of the Crater Lake Highway, using the four-bin separation for aggregates.

There is no doubt that the specifications will produce a very satisfactory wearing surface; however, we still question the added "refinements" as compared to the standard practice in this type of construction. There seems no need of introducing a new type which falls between the intermediate types (surface treatments and road or plant mixes) and the high types (cement or asphalt concrete and bituminous macadam). The failures of plant mixing, mentioned in your letter, can quite generally be traced to subgrade, base course or drainage deficiencies, or failure to observe the specifications, rather than to the specifications themselves.

The Medford-Little Butte Creek Section is rather large and you have constructed many miles of various types of bituminous surfaces, one of which could be used on this project. If this is in the nature of an experiment we do not think it should be tried on a large project paid for entirely out of Federal funds.

Before going into this matter further we would like to know the character of the existing surfacing, the width and thickness of the proposed wearing surface, and an estimate of cost supported by a detailed cost analysis. Also, can you cite examples of satisfactory work previously done under the proposed specifications and at a reasonable cost? When do you propose to do this work?

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
SEP [illegible] 1933
OREGON

By ________________
L. J. Caufield, Hwy. Eng'r.

see p.f.a

FORM U-S-1 16162 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

$47-a

OREGON STATE HIGHWAY COMMISSION

SALEM

September 20, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. L. A. Collier,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

We desire to let the Little Butte Creek Section on October 25th. Will you please submit plans and specifications for this project, which, including 10% for engineering and contingencies, should not exceed $50,000.00.

If you have found suitable material near Little Butte Creek or in the quarry near that vicinity, the project should be worked up according to my letter of September 8th, with a B-2 bituminous macadam, and 6" gravel topping from the under sized material.

However, if you have found it impossible to find adequate B-2 material and feel that a mix can be built for the amount indicated, please submit your recommendations with particular reference to the stability of the old sub-grade and give specifications and estimates of cost for the project.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

CC to
R.H. Baldock

By

H. G. Smith,
Construction Engineer.

September 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith, six copies of estimate to accompany specifications for oiling and bituminous macadam work on the Little Butte Creek-Elk Creek Section of the Crater Lake Highway, Project No. NRS-47.

Under separate cover, we are sending five bid proposals and five sets of blueprint plans for the above described work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-47

LITTLE BUTTE CREEK-ELK CREEK SECTION
OF THE CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, September 12, 1933

ORIGINAL PROJECT (STA. 1366+04.3 to STA. 1170+00)

Unit No. 1 (Sta. 1366+04.3 to Sta. 1328+40.0):
Oil Mat Surface Treatment, Type O-11 (Modified) - 20' Roadway

10.2	miles	Preparation of Base	$ 80.00	$ 816.00
6,600	cu. yds.	Placing Mineral Aggregate	1.30	8,580.00
15,600	yd. mi.	Hauling Mineral Aggregate	0.15	2,340.00
130	Tons	Emulsified or Cut-back Asphalt in Seal Coat	25.00	3,250.00
410	"	No. 3 Oil in Place	24.00	9,840.00
360	"	Tar in Place	26.25	Alternate
		Sub-total		$ 24,826.00
		10% Engr. & Cont.		2,482.60
		Total		$ 27,308.60

Length of Roadwork on Unit No. 1 10.154 miles
Cost per mile $ 2,689.44

Unit No. 2 (Sta. 1328+40.0 to Sta. 1170+00)
Bituminous Macadam Wearing Surface, Type B-11 (Modified) - 20' Roadway

3.0	miles	Preparation of Base	$ 80.00	$ 240.00
4,100	cu. yds.	Placing Mineral Aggregate	1.30	5,330.00
9,700	yd. mi.	Hauling Mineral Aggregate	0.15	1,455.00
270	Tons	Asphalt in Place	25.50	6,885.00
30	"	Emulsified or Cut-back Asphalt in Seal Coat	25.00	750.00
		Sub-total		$ 14,660.00
		10% Engr. & Cont.		1,466.00
		Total		$ 16,126.00

Length of Roadwork on Unit No. 2 2.935 miles
Cost per mile $ 5,490.12

EXTENSION OF ORIGINAL PROJECT (STA. 1170+00 to STA. 990+50)

Unit No. 3 (Sta. 1170+00 to Sta. 990+50)
Oil Mat Surface Treatment, Type O-II (Modified) - 18' Roadway

3.3	miles	Preparation of Base	$ 80.00	$ 264.00
2,000	cu. yds.	Placing Mineral Aggregate	1.30	2,600.00
4,700	yd. mi.	Hauling Mineral Aggregate	0.15	705.00
40	Tons	Emulsified or Cut-back Asphalt in Seal Coat	25.00	1,000.00
120	"	No. 3 Oil in Place	24.00	2,880.00
140	"	Tar in Place	26.50	Alternate
			Sub-total	$ 7,449.00
			10% Engr. & Cont	744.90
			Total	$ 8,193.90

Length of Roadwork on Unit No. 3	3.347 miles
Cost per mile	$ 2,448.13

National Recovery Secondary Highway Funds Requested:-

Unit No. 1 -	$ 27,308.60
Unit No. 2 -	16,126.00
Unit No. 3 -	8,193.90
	$ 51,628.50

NON-PARTICIPATING ITEMS

MINERAL AGGREGATE IN STOCKPILE (FURNISHED UNDER STATE CONTRACT NO. 1232)

Unit No. 1

2,760	cu. yds.	1-1/4"-3/4" Matls. in Stockpile	$ 1.20	$ 3,312.00
1,130	" "	3/4"-1/2" " " "	1.25	1,412.50
1,870	" "	1/2"-1/8" " " "	1.25	2,337.50
14,400	yd. mi.	Hauling Stockpiled Materials	0.16	2,304.00
				$ 9,366.00

Ⓐ

Unit No. 2

2,220	cu. yds.	2-1/4"-1-1/4" Matls. in Stockpile	$ 1.20	$ 2,664.00
740	" "	1-1/4"-3/4" " " "	1.20	888.00
330	" "	3/4"-1/2" " " "	1.25	412.50
550	" "	1/2"-1/8" " " "	1.25	687.50
9,600	yd. mi.	Hauling Stockpiled Materials	0.16	1,536.00
				$ 6,188.00

Unit No. 3

820	cu. yds.	1-1/4" - 3/4" Matls. in Stockpile	$ 1.20	$ 984.00
340	" "	3/4" - 1/2" " " "	1.25	425.00
580	" "	1/2" - 1/8" " " "	1.15	667.00
4,300	yd. mi.	Hauling Stockpiled Materials	0.16	688.00
				$2,764.00

Ⓐ

CONTRACT#1512,

NRS 30-C Beatty-Forest Bdry. Sec. 1933

1512

#1512

NRS 30 A

February 28, 1935

Fidelity & Deposit Company of Maryland,
R. E. Pinney, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1512 for the construction of the Klamath Falls-Forest Boundary Section of the Klamath Falls-Lakeview Highway in Klamath County has been completed by the contractors, Dunn & Baker, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 7th, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $69,477.77 including the final payment.

Very truly yours,

Secretary.

Dist. by J. McFarland.

NR - 30A

December 1, 1934

Fidelity & Deposit Company of Maryland
Failing Building
Portland, Oregon

Attention: Mr. R. A. Pinney,
Res. Vice Pres.

Gentlemen:

Replying to your letter of November 27, I am pleased to advise that the total amount paid by the State Highway Commission to Dunn & Baker on contract No. 1512 covering construction on the Klamath Falls-Forest Boundary Section of the Klamath Falls-Lakeview Highway is $67,515.68. We still have a retained percentage of $2,081.87. Our records show that this job was completed on July 25 and was accepted by the State Highway Commission on August 17, 1934. Final payment has not yet been made pending execution of a certain price agreement.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

Nov, 28, 1934

Total amount paid to date on this contract is $67,313.68 and the retained percentage is $2,081.87.

The contract was completed July 25th and was accepted Aug, 17, 1934. Final payment has not been made for the reason that an agreement has not yet been made on a certain price agreement.

[illegible]

[illegible]

#1512

Kla. Co

COMPANY

DS

URANCE

November 27th 1934

Mr.H.B.Glaisyer,Secretary,

Oregon State Highway Commission,

Salem,Oregon.

Dear Mr.Glaisyer;-

I wonder if we can secure at this time the total figures showing the payments made Dunn and Baker for their contract for improving the Klamath Falls-Forest Boundary Section of the Klamath Falls-Lakeview Highway.

I would appreciate it if I can get these.

Very truly yours.

R. [illegible]inney,

Res.Vice Prest.

Pd. to date $67,313.68

Rtd. $2,081.87

RECEIVED
NOV 28 1934
OREGON
STATE HIGHWAY COMMISSION

Jim:
what are they?
HB

#1512
Kla. Co

DEPARTMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Failing Building
PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

November 27th 1934

Mr.H.B.Glaisyer,Secretary,
Oregon State Highway Commission,
Salem,Oregon.

Dear Mr.Glaisyer;-

I wonder if we can secure at this time the total figures showing the payments made Dunn and Baker for their contract for improving the Klamath Falls-Forest Boundary Section of the Klamath Falls-Lakeview Highway.

I would appreciate it if I can get these.

Very truly yours.

R.E.Pinney,
Res.Vice Prest.

Pd. to date $67,313.68
Rtd. $2,081.87

Jim:
what are they?
HBG

RECEIVED
NOV 28 1934
OREGON
STATE HIGHWAY COMMISSION

302

September 25, 1934

Fidelity and Deposit Company
Failing Building
Portland, Oregon

Attention of Mr. R. E. Pinney

Gentlemen:

Reply is made to your letter of September 24, regarding Contract No. 1512, Dunn and Baker, construction of Klamath Falls-Forest Boundary Section of Klamath Falls-Lakeview Highway.

This project was completed July 25, 1934 and was accepted by the State Highway Commission on August 17, 1934. Final payment has not yet been paid; therefore we cannot tell you at this time the total amount that will be paid to the contractors.

Very truly yours,

Secretary

HBG:AJ

[illegible]EPA[illegible]MENT OF OREGON

FIDELITY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Failing Building
PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

September 24th 1934

Mr.H.B.Glaidyer,Secretary,
Oregon State Highway Commission,
Salem.Oregon.

Dear Mr.Glaisyer;-

Re;Contract #1512,Dunn and Baker.
Klamath Falls-Lakeview Contract.

Will you kindly advise if the above contract has been finally accepted and the total amount which was paid to the contractors.

Very truly yours.

R.E.Pinney,
Res.Vice Prest.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

September 5, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon USPW Projects NRS 30-A, B ~~and~~ C were xxxxx made by a representative of this office on August 23, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
SEP 6 - 1934

FORM 3-C-1 12022 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

302

July 30, 1934

RECEIVED
JUL 31 1934
OREGON
[illegible] COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

NOTED
State Highway Engineer

Attached is a bill and form of agreement from the Ewauna Box Company of Klamath Falls covering a gravel pit we secured shoulder material from for the Klamath Falls-Forest Boundary Oiling Project, Contract No. 1512.

The company did not want to lease the pit but was willing to allow us access to the material and as we removed approximately 6800 cubic yards the price paid seems very reasonable.

Yours very truly

K. D. Lytle
Division Engineer

By

W. O. Widdows

wow/c
encl.

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 21, 1934

Section Klamath Falls-Forest Boundary

Kind of work Bituminous Macadam

Highway Klamath Falls-Lakeview

Section prefix 18P4 NRS-30-M.B.C

Contractor Dunn & Baker

Contract number 1512

Date of contract Oct. 5, 1933

Date of completion Aug 31, 1934

Date work started Apr. 27, 1934

Estimated date of completion July 31, 1934

Amount of contract $94454.50

Per cent of time elapsed 89 %

Estimated cost of completed project, exclusive of engineering $94454.50

Per cent of contract completed, based on total contract price 85 %

Engineering costs to date, $ 2500, 3.6 %

Date project was completed ......, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished the Swan Lake Junction-Yonna Valley Section (B-2) except for the final seal, and oiled from station 719 to station 343+00 on the Klamath Falls-Swan Lake Junction section (O-30).

Mr. K. D. Lytle, Div. Engr & Mr. H. A. Stoddart of the B.P.R. were over the job on the 19th. The job will be complete about July 25.

Contractor ran out of asphalt to-day (saturday) and shut down oiling at noon, until Monday.

RECEIVED
JUL 23 1934

NOTED
H. G. SMITH

Signed Chas Young

Address 119-South 5th Klamath Falls.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				42.0	
Miles partially completed				36.0	
Miles completed				27.5	
Total estimated quantities			Oil Rock	1700 24620	Tons C.Y
Estimated quantities moved or placed to date			Oil Rock	1450 20500	
Average daily quantities			Oil Rock	30 500	
Average daily quantities necessary to complete project on time			Oil Rock	6 100	
Number shifts per day				2	
Hours per shift				5	
Average force on project for week				85	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	68					4	72
Men and teams	1						1
Men and trucks under 3 tons	8						8
Men and trucks over 3 tons	4						4
Men and tractors							
						Total	85

Equipment used during week: Shovels 2, Power graders 3, Rollers 2, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers Retort & Boiler 1, Brooms 2, Trucks 12

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair	0	
Monday	"	0	
Tuesday	"	0	
Wednesday	"	0	
Thursday	"	0	
Friday	"	0	
Saturday	Cloudy	5	Ran out of asphalt.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

June 1, 1934

RECEIVED

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of Mr. Probert's May 31st letter with which he enclosed one from Mr. Lintner concerning difficulty in supplying men for Oregon U. S. Public Works project No. NRS 30, Klamath Falls-Forest Boundary, bituminous macadam section.

Because of the difficulty being experienced in supplying a sufficient number of men on the 30-hour week basis, as pointed out in Mr. Lintner's letter, it will be agreeable to us to permit the contractors to work their men forty hours per week.

Very truly yours,
W H Lynch
W. H. LYNCH
District Engineer

Sal

May 31, 1934

Mr. W. H. Lynch
Distruct Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are submitting herewith a copy of a letter received from Mr. Guy V. Lintner, State Director of the National Reemployment Service, advising that the employment service is experiencing difficulty in supplying men for the Klamath Falls-Forest Boundary Bituminous Macadam Project, NRS No. 32, Sections A, B and C, which project is under contract to Contractors Dunn & Baker.

With this letter as authority, we are authorizing Dunn & Baker to work their men 40 hours per week on that project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

DEPARTMENT OF LABOR

U. S. Employment Service

NATIONAL REEMPLOYMENT SERVICE
519 Spalding Building
Portland, - Oregon.

May 26, 1934

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

I am in receipt of a letter under date of May 23 from Mr. Nelson Reed, Manager of the Klamath Falls Reemployment District, to the effect that he is having trouble in keeping men on the job located fifty miles from Klamath Falls on the Indian reservation under contract to Dunn & Baker, due to the thirty hour a week clause in the contract.

The Contractor is running a boarding camp and the men are forced to either stay at camp or drive one-hundred miles a day to and from work which is impossible.

Under these conditions I think it is advisable and will recommend that Dunn & Baker be allowed to work their men forty hours a week until they finish the present contract, it being isolated and situated so far from a source of supply of man power.

Yours very truly,

(sgd) G. V. Lintner
State Director

GVL:MF

May 31, 1934

Dunn & Baker
Box 431
Klamath Falls, Oregon

Gentlemen:

We are enclosing herewith a letter from Mr. Guy V. Lintner, State Director of the National Reemployment Service, recommending that, in connection with the Klamath Falls-Forest Boundary Bituminous Macadam Project, you be permitted to work your men 40 hours per week.

Under the authority of this letter, and with the consent of the Bureau of Public Roads, you are authorized to utilize the 40-hour maximum week in connection with that project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc E. D. Lytle
Forrest Cooper

DEPARTMENT OF LABOR

U. S. Employment Service

NATIONAL REEMPLOYMENT SERVICE
519 Spalding Building
Portland, - Oregon.

May 26, 1934

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

I am in receipt of a letter under date of May 23 from Mr. Nelson Reed, Manager of the Klamath Falls Reemployment District, to the effect that he is having trouble in keeping men on the job located fifty miles from Klamath Falls on the Indian reservation under contract to Dunn & Baker, due to the thirty hour a week clause in the contract.

The Contractor is running a boarding camp and the men are forced to either stay at camp or drive one-hundred miles a day to and from work which is impossible.

Under these conditions I think it is advisable and will recommend that Dunn & Baker be allowed to work their men forty hours a week until they finish the present contract, it being isolated and situated so far from a source of supply of man power.

Yours very truly,

(sgd) G. V. Lintner
State Director

GVL:NF

DEPARTMENT OF LABOR
U. S. EMPLOYMENT SERVICE

NATIONAL REEMPLOYMENT SERVICE
519 SPALDING BLDG.
PORTLAND, - OREGON

May 26, 1934

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

I am in receipt of a letter under date of May 23 from Mr. Nelson Reed, Manager of the Klamath Falls Reemployment District, to the effect that he is having trouble in keeping men on the job located fifty miles from Klamath Falls on the Indian reservation under contract to Dunn & Baker, due to the thirty hour a week clause in the contract.

The Contractor is running a boarding camp and the men are forced to either stay at camp or drive one-hundred miles a day to and from work which is impossible.

Under these conditions I think it is advisable and will recommend that Dunn & Baker be allowed to work their men forty hours a week until they finish the present contract, it being isolated and situated so far from a source of supply of man power.

Yours very truly,

G V Lintner

Guy V. Lintner
State Director

GVL:NF

REFERRED TO
H. B. Smith
[illegible] State Highway Engineer

See me

RECEIVED
MAY 28 1934
OFFICE OF
CONSTR[illegible]

CHAIRMAN, PORTLAND
ASHBURNE, EUGENE
LDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

May 21, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Due to a scarcity of skilled road men around Klamath Falls, Dunn & Baker have requested that they be allowed to work 40 hours per week on the Beatty-North Forest Boundary Unit of the Klamath Falls-Forest Boundary Section.

This is practically a camp job as all of the men for the project are taken from Klamath Falls and have to board at Bly. Under these circumstances the employment agency has been unable to furnish the required men. A letter regarding this matter, written by the Manager of the employment service at Klamath Falls, is attached hereto.

Please advise if this request will be granted.

Yours very truly
K. D. Lytle
K. D. Lytle
Division Engineer

RECEIVED
MAY 22 1934

12

kdl/c
CC to
Dunn & Baker
Forrest Cooper

U.S. DEPARTMENT OF LABOR
UNITED STATES EMPLOYMENT SERVICE

NATIONAL REEMPLOYMENT SERVICE
Box 555, Klamath Falls, Ore.

May 12, 1934.

Forrest Cooper, Res. Engr.,
State Highway Dept.,
Bly, Ore.

Dear Sir:

Mr. Guy V. Lintner, State Director, National Reemployment Service, was in my office yesterday and we discussed the matter of allowing Dunn & Baker to work forty hours on the Byl oiling job.

Mr. Lintner advised me that if you would write Mr. Boldock, State Highway Dept., and have him write Mr. Lintner asking that the job be put on a forty hour basis, Mr. Lintner would be glad to grant it.

Mr. Lintner further stated that wherever it was necessary for the contractor to maintain a camp, requiring the employees to pay board, where it was too far for the men to commute, he had generally granted permission to put the job on a forty hour basis.

Yours truly,

Nelson Reed

Manager, NRS,
Klamath Falls, Ore.

RECEIVED
MAY 22 1934

30a

Klamath Falls -
Forest Grading Project
Bit. Mac.
NRS

May 12, 1934

Dunn & Baker
Klamath Falls, Oregon

Attention: Mr. Dunn

Gentlemen:

With reference to the payment of freight on asphalt and road oil, we wish to supplement Mr. Baldock's letter of March 20th with more complete information concerning our policy in that matter.

We will prepay freight on asphalt and road oil only in connection with projects which are strictly oiling or bituminous macadam projects; projects on which the freight amounts to a considerable percentage (say 5 or 10 per cent) of the total contract amount. We will prepay the freight only on oiling and bituminous macadam projects of such size that the freight will amount to $2,500 or more.

In connection with projects to be contracted in the future, freight will be prepaid only when so stated in the special provisions.

You will note that under the above described policy, we cannot prepay the freight on the asphalt to be used under your contract for the surfacing and bituminous macadam construction work on the Midland-California Line Section.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

May 5, 1934

Mr. A. C. Ouski
Division Credit Manager
Shell Oil Company
1219 Westlake Avenue, North
Seattle, Washington

Dear Sir:

We sent to you on May 3rd a copy of a letter addressed to Dunn & Baker, contractors at Klamath Falls, instructing them to discontinue having asphalt shipments for the Klamath Falls-Forest Boundry Project consigned to the Oregon State Highway Commission until authority for such consignment was obtained.

We find now that authority for such consignment was given on March 20th. Our letter of May 3rd should, therefore, be disregarded.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc Dunn & Baker
Klamath Falls, Oregon

May 3rd, 1934

Dunn & Baker
Contractors
Klamath Falls, Oregon

Gentlemen:

We are today in receipt of a bill of lading from the Shell Oil Company, indicating that the asphalt shipments for the Klamath Falls-Forest Boundry Project (Contract No. 1512) are being consigned to the State Highway Commission.

As no authority for such consignment has been given you, we must request that that procedure be discontinued.

The State has on some of the larger projects agreed to pay the freight on the asphalt and oil shipments, with the understanding that the State is to be later reimbursed, but, in each case, payment in that manner has been arranged for in advance. If you desire to have the freight payments handled in that manner on your project, you should make request to that effect. Written authority can then be issued setting forth the terms and conditions and making the arrangement a matter of record.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc A. C. Guski
Division Credit Manager
Shell Oil Company
1219 Westlake Ave., North
Seattle, Washington

104-d

March 20, 1934

Dunn & Baker
Box 451
Klamath Falls, Oregon

Gentlemen:

Responding to your communication of March 19, advise that we had already decided to advance freight for oils and asphalts during the coming season, which advance would be deducted from the estimates.

Very truly yours

State Highway Engineer

RHB:HI

PRESIDENT

J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

March 19, 1934

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

Due to the fact that oiling work involves a high percentage of cash outlay in freight, and that usually the speed with which oiling work is prosecuted brings the date of completion within the time before any estimates are received, and since this matter of freight is passed directly on to the State and further that during the present period of depression it is difficult to arrange for such additional large outlay of cash, we wish to suggest that the State Highway Department pay the freight on asphalt for oiling jobs during the present period of depression, and deduct the same from our estimates. We realize that the State has no obligation to do so, but by taking this action it is very probable that the work would be speeded up considerably, making some saving on engineering expense and avoiding possible financial difficulties that are embarrassing for all parties concerned.

Trusting that you will give this your careful consideration and inform us of your decision, we beg to remain

Respectfully yours,

DUNN & BAKER

By

CAD:LAM

STENCIL NO. 124

NRS 30-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRS 30-B ~~& [illegible]~~

March 16, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~[illegible]~~project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encl.

Agr 17904

Form P. R. 2

State Oregon

U. S. Public Works Project No. NRS 30, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 9th day of February, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 24th day of July, 1933, a project statement, which was approved by the Secretary on the 16th day of August, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 15th day of September, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fourteen thousand, one hundred thirteen and 55/100 dollars ($14,113.55) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "National Recovery Highway Funds" appropriated by Act approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 west of Dairy in the N. W. 1/4 of Section 34, T. 38 S., R. 11-1/2 E., W.M., and survey station 253+66 in the S. W. 1/4 of Sec. 7, T. 38 S. R. 11 E., W.M., , length 4.807 miles, in Klamath County, being Section B of Oregon U. S. Public Works project No. NRS 30, consisting of 4.807 miles of roadway and no bridges, of more than 20 feet clear span, known locally as the Dairy-Yonna Valley section of the Klamath Falls-Lakeview Highway.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his [illegible] with the laws of said State, the rules and

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of fourteen thousand, one hundred thirteen and 55/100 dollars ($14,113.55), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty thousand, four hundred twenty-one and 65/100 dollars ($20,421.65), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **3** of said project shall not in any event exceed the sum of **fourteen thousand, one hundred thirteen and 55/100** dollars (**$14,113.55**), certified to the Secretary of the Treasury as above mentioned, which does

twenty thousand, four hundred twenty-

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6 day of March, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By Carl Washburne
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRS 30-B, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $20,421.65 as the total estimated cost of said project, and the sum of $14,115.55 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6 day of March one thousand nine hundred and thirty-four

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4830

~~Secretary of Agriculture~~
Secretary of Agriculture.
By B L Wilson
Acting Chief, Bureau of Public Roads.

RECEIVED

NRS 30-C

Appr 17905

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-30, Section C.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—6518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 30th day of January, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 24th day of July, 1933, a project statement, which was approved by the Secretary on the 16th day of August, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 16th day of September, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy thousand, seven hundred and 30/100 dollars ($70,700.30) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "National Recovery Highway Funds," appropriated by Act approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chapter 175, Laws of 1917 and Chapter 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1472+70 in the NE¼ of Section 22, T 36 S, R 13 E, W.M., and survey station 2437+00 in the NE¼ of Section 17, T 37 S, R 15 E, W.M., (excepting therefrom the bridges between survey stations 2186+50 and 2186+88, 2193+54 and 2193+92, 2206+80 and 2207+18, 2319+67 and 2320+05 and survey station 2324+42 and 2324+80, respectively), length 17.966 miles, in Klamath County, being Section C of Oregon U. S. Public Works project No. NRS-30, consisting of 17.966 miles of roadway and no bridges, of more than 20 feet clear span, known locally as the Beatty-Forest Boundary section of the Klamath Falls-Lakeview Highway.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of seventy thousand, seven hundred and 30/100 dollars ($70,700.30), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ninety-nine thousand, seventy-two and 80/100 dollars ($99,072.80), the approved total estimated cost of Section C of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~ STRICKEN OUT

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6 day of March, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By C. J. Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

By

Acting Chief, Bureau of Public Roads

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of seventy thousand, seven hundred and 30/100 dollars ($70,700.30), certified to the Secretary of the Treasury

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department a~~s~~ U.S.Public Works Project No. NRS-30-C.

State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 99,072.80 as the total estimated cost of said project, and the sum of $ 70,700.30 as the share of the United States, payable under said acts on account of such project, which ~~does not~~ exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6 day of March one thousand nine hundred and thirty-four

~~Secretary of Agriculture~~
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: [illegible]

By Wilson
Acting Chief, Bureau of Public Roads

November 2, 1933

Dunn & Baker
Box 431
Klamath Falls, Oregon

Gentlemen:

We are today forwarding by express an executed copy of contract No. 1512 awarded to you by the State Highway Commission for the construction of the Klamath Falls-Forest Boundary section of the Klamath Falls-Lakeview Highway in Klamath County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jm

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
OCT 31 1933
OREGON
STATE HIGHWAY COMMISSION

October 30, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the agreement estimate for Oregon NRS 30-C, dated October 17, 1933.

We believe the length shown includes two bridges which we understand have already been surfaced by the State maintenance crew. This reduces the length of the project to 17.966 miles.

If this is not correct, please advise.

Very truly yours,

W. H. Lynch
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

October 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Dairy-Yonna Valley Section, Project No. NRS-30-B.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/CS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS 39-B

DAIRY-YONNA VALLEY SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, Oct. 16, 1933

4.8 miles	Preparation of Base	$50.00	$ 240.00
4,250 cu. yds.	Placing Mineral Aggregate	1.00	4,250.00
7,500 yd. mi.	Hauling Mineral Aggregate	0.20	1,500.00
43 tons	Emulsified or Cut-back Asphalt in Seal Coat	23.50	1,010.50
265 tons	No. 3 Oil in Place	22.00	5,830.00
		Sub-total	$12,830.50
		10% Engr. & Cont.	1,283.05
		Total	$14,113.55

Length of Roadwork 4.807 miles
Cost per mile $2,936.04

National Recovery Secondary Highway Funds Requested $14,113.55

State Funds for Construction: Chapter 175, Laws 1917: Chap. 31, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1927.

NON-PARTICIPATING ITEMS

Aggregate Furnished Under State Contract No. 1118:

2,530 cu. yds.	1½" - 3/4" Matls. in Stockpile	$1.63	$ 4,123.90
500 " "	3/4" - ½" " " "	1.63	815.00
840 " "	½" - 1/8" " " "	1.63	1,369.20
			$ 6,308.10

October 18, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Beatty-Forest Boundary Section, Project NRS-50-C.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-30-C

BEATTY-FOREST BOUNDARY SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, October 17, 1933

18.0	miles	Preparation of Base	$100.00	$1,800.00
15,900	cu. yds.	Placing Mineral Aggregate	1.00	15,900.00
34,000	yd. mi.	Hauling Mineral Aggregate	0.20	6,800.00
160	tons	Emulsified or Cut-back Asphalt in Seal Coat	26.50	4,240.00
6,200	cu. yds.	Gravel Shoulders	0.50	3,100.00
40,000	yd. mi.	Hauling Shoulder Materials	0.10	4,000.00
600	M-Gals.	Sprinkling	2.00	1,200.00
1,130	tons	No. 3 Road Oil in Place	24.10	27,233.00
			Sub-total	$64,273.00
			10% Engr. & Cont.	6,427.30
			Total..............	$70,700.30

Length of Roadwork 17.980 miles
Cost per Mile $3,932.16

National Recovery Secondary Highway Funds Requested $70,700.30

State Funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1927.

NON-PARTICIPATING ITEMS

Aggregate Furnished Under State Contract No. 1118:

9,500	cu. yds.	1½" - 3/4" Matls. in Stockpile	$1.95	$18,525.00
1,900	" "	3/4" - ½" " " "	1.95	3,705.00
3,150	" "	½" - 1/8" " " "	1.95	6,142.50
				$28,372.50

NRS 30-a

October 14, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of September 25th, suggesting an improvement in alignment between Stations 719 and 725 of the Swan Lake Junction-Dairy Section of the Klamath Falls-Lakeview Highway, Project NRS 30-A. Upon investigation of this matter, we find that a line change at that point was graded and surfaced in 1930 and 1931, the work being done by a state relief crew. The field engineers neglected to submit information in regard to this change, and the record of the change was, therefore, not made on our construction maps from which the federal aid plans were worked up.

Revised federal aid sheets, showing this revision, will be submitted at the time we submit the estimate which is to be used as a basis for the project agreement.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

SIONERS
LIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Oregon

September 28, 1933

RECEIVED
IN REPLY PLEASE REFER TO FILE NO.
OCT 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engr.
Salem, Oregon   Attention: R. A. Smalley

Dear Sir:

In accordance with your request for an alignment map and profile of a revision of the Klamath Falls-Lakeview Highway four miles west of Dairy, these records were sent to the Grants Pass division office at the time of construction in 1930. However we have located a blue print of the alignment map of this revision which was used in connection with obtaining the right of way. Please find this alignment map herewith enclosed. We are also sending a sheet showing both the alignment and profile of the revision. On this sheet the centerline as revised is indicated in red on the alignment map. On the profile, the constructed line is indicated in yellow.

Respectfully,

C. C. Seeley
Res. Maint. Engr.

cc Mr. Lytle

Mr. Probert:
I presume the maps etc. referred to above will answer your letter regarding line change between station 720 and 732 on the Lakeview-~~Bonanza~~ Klamath Falls.

September 26, 1933

Mr. E. D. Lytle
Highway Division Engineer
Bend, Oregon

Dear Sir:

Our 400-foot scale construction map for the Klamath Falls-Dairy Section of the Klamath Falls-Lakeview Highway shows two sharp curves between Stations 720 and 732, these curves being located approximately four miles west of Dairy and one being a 28 degree curve left, and one a 36 degree curve right. The map also indicates that right-of-way for a line revision to eliminate these two sharp curves has been acquired by Klamath County, and it occurs to us that the line revision may already have been constructed. The point comes up in connection with our application to the Bureau of Public Roads for federal aid in the bituminous macadam construction work, the Bureau suggesting that a revision be made before the bituminous macadam wearing surface is placed.

Please advise as to whether or not the revision has been made, and, in case it has not been made, give us an estimate of cost and let us have such other comments in regard thereto as you may wish to make.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

Sept. 25, 1933.

RECEIVED
SEP 26 1933
OREGON
STATE HIGHWA [illegible] ISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S. and E. for Oregon NRS 30-A, the Swan Lake Junction-Dairy Section of the Klamath Falls-Lakeview Highway.

The amount of traffic on this route justifies a considerable expenditure to improve the alignment between Sta. 719 and 725 where the present road has 28-deg. and 56-deg. curves. We would like to have this portion of the project investigated with a view of making such changes as are feasible before oiling this project. While the plans, specifications and estimate are approved, the approval is qualified to the extent that an effort be made to secure better alignment between these stations.

Very truly yours,

W. H. LYNCH
District Engineer.

By F E Andrews
F. E. Andrews
Sr. Highway Engineer.

OFFICE BUILDING
LAND, ORE.

Sept. 25, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S. and E. for Oregon NRS 30-A, the Swan Lake Junction-Dairy Section of the Klamath Falls-Lakeview Highway.

The amount of traffic on this route justifies a considerable expenditure to improve the alignment between Sta. 719 and 725 where the present road has 28-deg. and 56-deg. curves. We would like to have this portion of the project investigated with a view of making such changes as are feasible before oiling this project. While the plans, specifications and estimate are approved, the approval is qualified to the extent that an effort be made to secure better alignment between these stations.

Very truly yours,

W. H. LYNCH
District Engineer.

By X
F. E. Andrews
Sr. Highway Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 5, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRS 30-B, the Dairy-Yonna Valley section of the Klamath Falls-Lakeview Highway, to Dunn & Baker of Klamath Falls, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

October 5, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRS 30-C, the Beatty-Forest Boundary section of the Klamath Falls-Lakeview Highway, to Dunn & Baker of Klamath Falls, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

September 15, 1933

RECEIVED
SEP 18 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon WRS 30-B, the Dairy-Yonna Valley section of the Klamath Falls-Lakeview Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

September 13, 1933

Mr. W. R. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for bituminous macadam work on the Dairy-Yonna Valley Section, Project No. NRS-30-B.

Five bid proposals and five sets of blueprint plans for the above described work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-38-B

DAIRY-YONNA VALLEY SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany bituminous macadam specifications. Not as basis for project agreement.)

Salem, Oregon, September 13, 1933.

Bituminous Macadam Wearing Surface, Type B-2 (Modified):

4.8	miles	Preparation of Base	$ 80.00	$ 384.00
4,250	cu. yds.	Placing Mineral Aggregate	1.30	5,525.00
7,500	yd. mi.	Hauling Mineral Aggregate	0.15	1,125.00
43	Tons	Emulsified or Cut-back Asphalt in Seal Coat	24.00	1,032.00
265	"	No. 3 Oil in Place	23.00	6,095.00
320	"	Tar in Place	25.50	Alternate
		Sub-total		$ 14,161.00
		10% Engr. & Cont.		1,416.10
		Total		$ 15,577.10

Length of Roadwork 4.807 miles
Cost per mile $ 3,240.50

National Recovery Secondary Highway Funds Requested $ 15,577.10

NON-PARTICIPATING ITEMS

Aggregate Furnished Under State Contract No. 1118:

2,530	cu. yds.	1½" - 3/4" Matls. in Stockpile	$1.63	$ 4,123.90
500	" "	3/4" - ½" " " "	1.63	815.00
840	" "	½" - 1/8" " " "	1.63	1,369.20
				$ 6,308.10

Ⓐ

September 13, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for bituminous macadam work on the Beatty-Forest Boundary Section, Project No. NRS-30-C.

Five bid proposals and five sets of blueprint plans for the above described work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-30-C

BEATTY FOREST BOUNDARY SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany bituminous macadam specifications. Not as basis for project agreement.)

Salem, Oregon, September 15, 1933

Bituminous Macadam Wearing Surface, Type B-2 (Modified):

18.0	miles	Preparation of Base	$ 120.00	$ 2,160.00
15,900	cu. yds.	Placing Mineral Aggregate	1.30	20,670.00
34,000	yd. mi.	Hauling " "	0.15	5,100.00
166	Tons	Emulsified or Cut-back Asphalt in Seal Coat	27.00	[illegible]
6,200	cu. yds.	Gravel Shoulders	0.75	4,650.00
40,000	yd. mi.	Hauling Shoulder Materials	0.15	6,000.00
600	M-Gal	Sprinkling	2.50	1,500.00
1,150	Tons	No. 3 Road Oil in Place	26.00	29,900.00
1,340	"	Tar in Place	22.50	Alternate
		Sub-total		$ 73,780.00
		10% Engr. & Cont.		7,378.00
		Total		$ 81,158.00

Length of Roadwork 17.980 miles
" " 3 Bridges .022 "
Total Length 18.002 "

Cost per mile $ 4,508.27

Note: Bituminous Macadam to be constructed across bridges.

National Recovery Secondary Highway Funds Requested $ 81,158.00

NON-PARTICIPATING ITEMS

Aggregate Furnished Under State Contract No. 1118:

9,500	cu. yds.	1-1/2" - 3/4" Matls. in Stockpile	$ 1.95	$ 18,525.00
1,900	" "	3/4" - 1/2" " " "	1.95	3,705.00
3,150	" "	1/2" - 1/8" " " "	1.95	6,142.50
				$ 28,372.50

Ⓐ

NRS 30

September 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In reply to your letter of September 11th, this will advise that the work to be done under Project N. R. S. 30, on the portion of the Klamath Falls-Lakeview Highway which is within the Klamath Indian Reservation, is oiling and bituminous macadam construction on the existing roadway, and that no additional right-of-way will be required.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

September 11, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
SEP 12 1933
OREGON
STATE HIGHWAY [illegible]

Dear Sir:-

Enclosed herewith, for your information and guidance, is a letter dated August 30, 1933, from the Office of Indian Affairs giving administrative approval of Oregon NRS-Highway Project No. NRS-30.

Since reopening this project we have not had the old plans returned to us from our dead storage at Vancouver; it will, accordingly, be appreciated if you will advise us as to whether or not any additional rights-of-way are being secured.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Senior Highway Engineer.

Encls.

September 11, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Enclosed herewith, for your information and guidance, is a letter dated August 30, 1933, from the Office of Indian Affairs giving administrative approval of Oregon NRS-Highway Project No. NRS-30.

Since reopening this project we have not had the old plans returned to us from our dead storage at Vancouver; it will, accordingly, be appreciated if you will advise us as to whether or not any additional rights-of-way are being secured.

Very truly yours,

C. H. LYNCH
District Engineer

By ______________
F. E. Andrews
Senior Highway Engineer.

Encls.

(COPY)

Public Works.
37167-33

UNITED STATES
DEPARTMENT OF THE INTERIOR
Office of Indian Affairs

Washington

Aug. 30, 1933

Mr. Thomas H. MacDonald,
Chief of Bureau, Public Roads,
Department of Agriculture,
Washington, D. C.

Dear Mr. MacDonald:

Receipt is acknowledged of your letter of August 17, designated "B-1", transmitting for approval papers in connection with the Oregon National Recovery Secondary Highway project No. NRS 30, which provides for the construction of approximately nine miles of road within the Klamath Indian Reservation, Oregon.

The project statement is returned herewith approved, but with the understanding that a right of way must be requested of and approved by this Department. Pending such approval, construction work may be done at your own risk where Indian lands are crossed. It would appear, however, that since the present road, which is to be improved, has been in existence for many years that additional rights of way may not be necessary.

Sincerely yours,

John Collier,
Commissioner.

Approved: Sep. 2, 1933

T. A. Walters

First Assistant Secretary.

Enclosure 298317.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
AUG 23 1933
OREGON
STATE HIGHWAY COMMISSION

August 22, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

This supplements our letter of August 17th in which we advised you we had been telegraphically advised that project statement for Oregon NRS 30 was approved August 16th.

Approval of this project statement is subject to the condition that prior to any construction work within the boundaries of the Klamath Indian Reservation the right-of-way for said portion of the project shall have been obtained from the Interior Department. This may be accomplished by furnishing necessary maps and initiating proceedings through the Superintendent of said reservation.

Very truly yours,

W. H. LYNCH
District Engineer.

By L J Caufield
L. J. Caufield
Highway Engineer.

Sw

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

30

August 17, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 18 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:-

We are telegraphically advised that "Oregon project statement thirty revised approved sixteenth". If any conditions have been imposed on this approval we will presumably be further advised by letter.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 21, 1933

RECEIVED
JUL 22 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to telephone conversation of July 6 between Mr. Probert and Mr. Davis relative to the project statement covering Oregon F.A.P. 30 Revised, in which your office was requested to send in corrected first sheets of the project statements and revised sketch maps, extending the project back to the junction with The Dalles-California Highway near Klamath Falls.

These revised papers have not been received and would suggest that they be submitted so that the project statement can be forwarded for approval.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

PR. N[illegible]3 30

JULY
Twenty-Fourth
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of the first sheet of the project statement, and likewise five blueprint copies of the project statement map for the Klamath Falls-Forest Boundary Section of the Klamath Falls-Lakeview Highway. These papers have been revised in accord with the suggestions contained in your letter of July 21.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

KLAMATH FALLS
O.C.&E. R.R.
CANAL
NUSS

RIVER

OREGON STATE HIGHWAY DEPARTMENT

KLAMATH FALLS - FOREST BDY. SECTION

KLAMATH FALLS - LAKEVIEW HIGHWAY

KLAMATH COUNTY

July

TION
AY
E. END OF PROJECT

PR GRS 30

July 1, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Dairy-Forest Boundary Section of the Klamath Falls-Lakeview Highway which it is our desire to improve with oil mat surface treatment as a National Recovery Secondary Highway. Due to lack of definite information covering the submission of project statement for Secondary Highways, the description of control points and the number of the project has been omitted. If this work is included in the approved program, please write in the lacking information.

Your attention is called to the condition that the west end of the proposed work coincides with F. A. P. No. 50.

The accompanying project statement map has been prepared on a rather small scale due to the great length of the project. However, if the map is not acceptable a larger one will be prepared and sent to you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. (Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) June 26, 1933.

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Dairy-Forest Boundary Section, Klamath Falls-Lakeview Highway

2. Between control points of official description: .... and ....

3. Between intermediate control points if used: .... and ....

County of Klamath

4. Length in miles (gross) 10.6 (net) 10.6

5. Preliminary estimate of cost: Total, $........; section of road to be first improved, $ 100,000,

of which $ -- is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: .... (Amount.)

.... (Source; refer to statute.)

(b) County .... (Amount.) (Source; refer to statute.)

8—5072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current Income, Chapter 41, Laws 1927 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

KLAMATH FALLS
Olene
Nuss Lake
5
Fo

W. END OF PROJECT
FALLS
20
AURORA
RIVER

INDIAN
RESERVATION
RIVER
MIDDLE
SECTION

CONTRACT#1513,

NRS 34 Merrill-Malin Sec. 1933

1513

NRS 34

September 6, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final voucher in amount of $[illegible] for the Merrill-Malin Section, Project No. NRS 34.

The constructed length of the project agrees with the plans which you now have.

The only appreciable variation in quantities has occurred for the item of "Cut-back Asphalt in Seal Coat," the quantities set up in the agreement estimate for the two types of roadmix being inadvertently reversed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dist. by J. H. Nash/EB

Encl.

G 38

#1513

mc 34

July 27, 1934

Hartford Accident & Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1513 for the construction of the Merrill-Malin Section of The Dalles-California Highway in Klamath County has been completed by the contractor, J. C. Compton, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 6, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $19,225.42.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 30—3165—5M—3-32.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 2, 1934

Job name Merrill Malin

Week from May 26 to June 2

Mail address Merrill NR8 37

Highway The Dalles California

Telegraph or telephone address

County Klamath Job prefix I8PV

Express and freight address Merrill

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Work started on the final seal May 24, But due to unfavorable weather the contractor didnot complete the job until May 29. I had the contractor blade in all the shoulders and clean up around the stock piles

RECEIVED
JUN 4 - 1934
OFFICE OF
CONSTRUCTION ENGINEER

Day of Week	WEATHER CONDITIONS A. M.	WEATHER CONDITIONS P. M.
Sunday	Warm	Cloudy
Monday	Cool	Windy
Tuesday	Cloudy	Cloudy
Wednesday	Cool	Cool
Thursday	Rain	Rain
Friday	Cold	Cloudy
Saturday	Windy	Windy

Signed

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project ....

Miles completed ....

Miles completed except finishing ....

Total cubic yards in project ....

Cubic yards moved to date ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be measured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project I0.06

Miles completed I0.06

Miles partially done I0.06

Total cubic yards in project 7000

Cubic yards produced to date 67I0

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week 93 *men,*

.... *teams,* I4 *trucks*

Project will be completed about May 29

Number of men in Engineering Party 5

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

F 819 (10-30)

PACIFIC TELEGRAM

CLASS OF SERVICE DESIRED

TELEGRAM ☐	DAY LETTER ☐	NIGHT MESSAGE ☐	NIGHT LETTER ☐

PATRONS SHOULD CHECK THE CLASS OF SERVICE DESIRED; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A TELEGRAM

RECORDER'S NUMBER	TIME FILED	CHECK
	DB. 4:05 PM.	

Send the following message, subject to the terms and conditions printed on the back hereof, which are hereby agreed to.

Klamath Falls, Ore May 28 1934

To W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads, Portland, Ore

Completed today Contract 1513 NRS 34. Ninty three man average per day.

Chas. Young
Res. Engr.

SENDER'S ADDRESS FOR ANSWER

SENDER'S TELEPHONE NUMBER Oky. 469

SHP:ER

Encl.

May 5, 1934

Dunn & Baker
Klamath Falls, Oregon

Attention: Mr. C. A. Dunn

Gentlemen:

The enclosed copies of correspondence which we have had with the Bureau of Public Roads will serve as a reply to your letter of April 27th, in regard to the use of incapacitated men as watchmen and flagmen on the Merrill-Malin Section and other NRA projects.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 3, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of April 30, referring to the Executive Order issued by the President on February 17, 1934, and enclosing a copy of said order.

The Executive Order referred to relates to employment under the various codes and does not affect the contracts for NRA roadwork. The wages specified in the special provisions for each project are to be used for that project.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

April 30, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending herewith a copy of an executive order issued by President Franklin D. Roosevelt on February 17, 1934, which order relates to the employment of "handicapped" workers at rates below the specified minimum.

Under authority of this order, contractors Dunn & Baker desire to employ incapacitated men as watchmen and flagmen on the Merrill-Malin and other NRA projects at a rate of forty cents per hour.

Please advise whether or not the executive order referred to constitutes authority for such employment, and whether or not such employment is permissible under the federal regulations applying to NRA projects.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

PRESIDENT J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

April 27, 1934

Oregon State Highway Department,
Salem, Oregon

Gentlemen: Attention Mr. S. H. Probert:

Replying to your letter of April 26th., we are inclosing herewith a copy of Executive Order of Franklin D. Roosevelt, dated Feb. 17th., 1934, upon which we base our request.

We have no information of this clause being used prior to this time, however, we assumed that it would apply to jobs now under construction.

Would you kindly refer this to the proper authorities and see if we are correct in our position?

Respectfully yours,

DUNN & BAKER

By

CAD:KH
inc.

4 copies

EXECUTIVE ORDER

EMPLOYMENT OF HANDICAPPED WORKERS

A person whose earning capacity is limited because of age, physical or mental handicap, or other infirmity, may be employed on light work at a wage below the minimum established by a code, if the employer obtains from the State authority, designated by the U. S. Department of Labor, a certificate authorizing such person's employment at such wages and for such hours as shall be stated in the certificate. Such authority shall be guided by the instructions of the U. S. Department of Labor in issuing certificates to such persons. Each employer shall file monthly with the Code Authority a list of all such persons employed by him, showing the wages paid to, and the maximum hours of work for such employee.

These regulations shall become effective immediately and shall thereupon be binding upon all industries and members thereof unless, and only to such extent as, prior to that date good cause to the contrary shall be shown to the Administrator for Industrial Recovery by and affected party or parties with reference to any trade, industry or subdivision thereof.

FRANKLIN D. ROOSEVELT

February 17, 1934

---copy----

FORM 9-C-1 12823 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

April 25, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Mr. J. C. Compton, contractor on the Merrill-Malin Oiling Project, phoned this morning and informed us he intends to start work Monday morning, April 30th.

We wish your approval on hiring the following personnel for this project:

Charles Young, Resident Engineer
Donald Connor, Material Checker
Orville Eggen, Material Checker.

This line up leaves us without a street inspector and if you have a man available please have him report to Resident Maintenance Engineer Seeley at Klamath Falls as soon as possible. It should not take more than ten days to do the work and if an inspector is not available we can manage somehow.

Ralph Leonard, Cost keeper, will be on this project also.

Yours very truly

K. D. Lytle
Division Engineer

By

W. O. Widdows

wow/c

#1513
Klamath Co

April 20, 1934

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Attention: V. O. Fudge.

Gentlemen:

Receipt is acknowledged of your letter of April 18th concerning J. C. Compton, contractor.

Please be advised that Mr. Compton has Contract No. 1513 - Merrill-Malin Section of The Dalles-California Highway in Klamath County, bituminous macadam and oiling. The bond [illegible] connection with the contract was written by the Hartford Accident & Indemnity Company for whom Jewett, Barton & Leavy, John Kern Co., who have offices in the Lewis Bldg., Portland, Oregon, are resident agents. The amount of the bond is $25,377.00. The completion date of the contract is June 30, 1934.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

April 18, 1934

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: J. C. COMPTON
McMinnville, Oregon

It is our understanding that Mr. Compton has been awarded a hauling contract in the vicinity of Merrill, Oregon.

We will appreciate your supplying us with a complete description of the job, the name of the bonding company, its Agent and his address and the approximate date of completion.

We enclose herewith a stamped, self-addressed envelope for your convenience.

Yours very truly,
UNION OIL COMPANY OF CALIFORNIA
V. O. Trudge
District Credit Supervisor

LH:B
Encl:1

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. USPW
Proj. NRS 34

April 5, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered [illegible] project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encl.

[illegible]

Agr. 18259

Form P. R. 2

State Oregon

U. S. Public Works Project No. NRS 34

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of March, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 7th day of September, 1933, a project statement, which was approved by the Secretary on the 15th day of September, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the United States District Engineer on the 19th day of September, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-five thousand, two hundred sixty-six and 78/100 dollars ($25,266.78) as the share of the United States payable under said act on account of ~~Section~~ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5516

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "National Recovery Highway Funds" appropriated by Act approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not provided from such funds shall be met from Statefunds available to the State Highway Department under Chap. 175, Laws of 1917, Chap. 31, Laws of 1920, and Chap. 848, Laws of 1931.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 989+00 in the town of Merrill, and survey station 1513+81 in the town of Malin, length 9.936 miles, in Klamath County, being ~~Section~~ ~~of~~ Oregon U. S. Public Works project No. NRS 34, consisting of 9.936 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length.~~ locally as the Merrill - Malin section of The Dalles - California Highway.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ------ XXXX of said project shall not in any event exceed the sum of **twenty-five thousand, two hundred sixty-six and 78/100** dollars ($ **25,266.78**), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of **thirty-two thousand, seven hundred ninety-four and 38/100** dollars ($ **32,794.38**), the approved total estimated cost of ~~Section~~ ------ XXXX of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27 day of March, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Lm Scott

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By C. J. Washburn

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5516

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works ~~P~~roject No. NRS 34, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 32,794.38 as the total estimated cost of said project, and the sum of $ 25,266.72 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 27 day of March one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

aws

By [illegible] Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 1931 8—4829

34

February 19, 1934

Hartford Accident and Indemnity Company
720 California Street
San Francisco, California

Attention Mr. C. B. Jansen

Gentlemen:

Reference is made to your letter of February 14 concerning J. C. Compton contract for the construction of the Merrill-Malin Section of The Dalles-California Highway in Klamath County.

This is state highway contract No. 1513. According to the provisions thereof the contractor was not required to commence construction of the project until spring when weather conditions are more favorable for construction work of this kind. In view thereof, operations have not been commenced by the contractor and unless especially fine weather is had, it is not likely that work will be commenced until about May first.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

#1513

JAS L D KEARNEY
VICE PRESIDENT AND GENERAL MANAGER

Klamath Co.

No work has been performed to date on the contract mentioned in this letter and no Engineer has been assigned to the job. Unless we have exceptional weather no work will be done until about May 1st. The material is stock piles and he will finish it in a short time after getting started. When the contract was awarded last fall it was with the intention that no work would be done until late spring. The completion date ofnthe contract is June 30th.

J. McF,

nt and
npany
STREET

y 14, 1934

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: Bond No. 1137685 - J. C. Compton
4.0 mi. bit. mac. wearing surface
and 6.1 mi. oil mat surface treatment, Merrill-Malin Sec. of The
Dalles-California Highway, Klamath Co.
Effective: 10-12-33

We are interested in knowing if this contract has been commenced. If work is not started as a result of weather conditions, will you please estimate approximately when you believe the contractor can pursue the work. Thank you.

Yours very truly,

G. E. Jansen

G. E. JANSEN
SURETY DEPARTMENT

GEJ:RR

NRA
MEMBER
U.S.
WE DO OUR PART

#1513

7 Klamath Co

JAS. L.D KEARNEY
VICE PRESIDENT AND GENERAL MANAGER

Hartford Accident and Indemnity Company

PACIFIC DEPARTMENT, 720 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

FIDELITY AND SURETY DEPARTMENT
HAROLD BISHOPP, SUPERINTENDENT

JOY LICHTENSTEIN
VICE-PRESIDENT

February 14, 1934

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: Bond No. 1137685 - J. C. Compton
4.0 mi. bit. mac. wearing surface
and 6.1 mi. oil mat surface treatment, Merrill-Malin Sec. of The
Dalles-California Highway, Klamath Co.
Effective: 10-12-33

We are interested in knowing if this contract has been commenced. If work is not started as a result of weather conditions, will you please estimate approximately when you believe the contractor can pursue the work. Thank you.

Yours very truly,

G. E. Jansen

G. E. JANSEN
SURETY DEPARTMENT

GEJ:RR

NRA
MEMBER
U.S.
WE DO OUR PART

Card 34

October 25, 1933

Mr. J. C. Compton,
U. S. National Bank Building
McMinnville, Oregon

Dear Sir:

We are sending to you today, under separate cover, fully executed copy of contract No. 1515 which was awarded to you for the surfacing of the Merrill-Malin Section of The Dalles-California Highway in Klamath County.

This copy is sent to you for your records and files.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

October 18, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Merrill-Malin Section, Project No. NRS-34.

In the previous estimate for this project the subheadings, describing the sections for the two types of oiling work, were reversed. The agreement estimate has been changed to show the correct designations for the work.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — National Recovery Secondary
Highway Proj. No. NRS-3A

MERRILL-MALIN SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on contract prices.)

Salem, Oregon, October 17, 1933

Type II Roadway (Bituminous Macadam Wearing Surface, Type B-2 (Sta. [illegible]+00 to 1193+30.5)

3.9	miles	Preparation of Base	$50.00	$ 195.00
3,300	cu. yds.	Placing Mineral Aggregate	1.25	4,125.00
5,000	yd. mi.	Hauling " "	0.20	1,000.00
68	tons	Emulsified or Cut-back Asphalt in Seal Coat	24.00	1,632.00
213	"	No. 3 Oil in Place	21.60	4,600.80
		Sub-total		$11,552.80
		10% Engr. & Cont.		1,155.28
		Total		$12,708.08

Length 3.872 miles
Cost per mile $3,282.04

Type I Roadway: Oil Mat Surface Treatment, Type O-11 (Sta. 1193+30.5 to 1513+81.0)

6.1	miles	Preparation of Base	$50.00	$ 305.00
3,600	cu. yds.	Placing Mineral Aggregate	1.25	4,500.00
5,100	yd. mi.	Hauling " "	0.20	1,020.00
35	tons	Emulsified, or Cut-back Asphalt in Seal Coat	24.00	840.00
220	"	No. 3 Oil in Place	21.60	4,752.00
		Sub-total		$11,417.00
		10% Engr. & Cont.		1,141.70
		Total		$12,558.70

Length 6.064 miles
Cost per mile $2,071.02

National Recovery Secondary Highway Funds Requested:

Type I Roadway	$12,558.70
Type II "	12,708.08
	$25,266.78

NON-PARTICIPATING ITEMS

Stockpiled Aggregate Furnished Under State Contract No. 1342

Type I Roadway

1,950	cu. yds.	1½" - 3/4"	Materials in Stockpile	@ 1.23	$ 2,398.50
390	" "	3/4" - ½"	" " "	1.23	479.70
660	" "	½" - ¼"	" " "	1.23	811.80
					$ 3,690.00

Type II Roadway

1,500	cu. yds.	1½" - 3/4"	Materials in Stockpile	@ 1.23	$ 1,845.00
620	" "	3/4" - ½"	" " "	1.23	762.60
1,000	" "	½" - ¼"	" " "	1.23	1,230.00
					$ 3,837.60

State Funds for Construction: Chapter 175, Laws 1917; Chapter 52, Laws 1920.

State Funds for Maintenance Chapter 41, Laws 1927.

Rl 34

Division Engineer's Estimate
# of Cost
Merrill-Malin Section
The Dalles-California Highway
10.06 Miles of
Bituminous Macadam

(1)	Preparation of Base	10.06 Miles	@ 75.00	$754.50
(2)	Placing Mineral Aggregate	7000 Cu. Yds.	@ 1.30	9,100.00
(3)	Hauling Mineral Aggregate	10,500 " "	@ 0.20	2,100.00
(4)	Emulsified Asphalt or Cut-back asphalt in Seal Coat	105 Tons	@ 24.00	2,520.00
(5a)	No. 3 Road Oil in Place	440 "	@ 22.50	9,900.00
(5b)	Tar in Place	520 "	@ 27.00	14,040.00
	Amount of Estimate (Using Road Oil)			$24,374.50
	Amount of Estimate (Using Tar)			28,514.50

RECEIVED
OCT 3 - 1933

RECE
OCT 3 - 1933
OREGON
COMMISSION

Division Engineer's

Estimate of Cost of

Klamath Falls-Forest Boundary Sec.

Klamath Falls-Lakeview Hwy.

Klamath Falls-Swan Lake Junction Unit

(1)	Preparation of Base	9.4 Miles	@ $75.00	$705.00
(2)	Placing Mineral Aggregate	1100 C. Y.	@ 1.00	1,100.00
(3)	Hauling Mineral Aggregate	3200 Yd.Mi.	@ 0.16	512.00
(4a)	No. 3 Road Oil in Place	110 Tons	@ 22.00	2,420.00
(4b)	Tar in Place	130 Tons	@ 27.00	3,510.00

Swan Lake Junction-Yonna Valley Unit

(5)	Preparation of Base	8.0 Miles	@ 75.00	600.00
(6)	Placing Mineral Aggregate	7000 C. Yds.	@ 1.30	9,100.00
(7)	Hauling Mineral Aggregate	18,400 Yd.Mi.	@ 0.18	3,312.00
(8)	Emulsified or Cut back Asphalt in Seal Coat	70 Tons	@ 23.50	1,645.00
(9a)	No. 3 Road Oil in Place	440 Tons	@ 22.00	9,680.00
(9b)	Tar in Place	525 Tons	@ 27.00	14,175.00

Yonna Valley-Bly Mountain Summit Unit

(10)	Preparation of Base	6.7 Miles	@ 75.00	502.50
(11)	Placing Mineral Aggregate	620 C. Y.	@ 1.00	620.00
(12)	Hauling Mineral Aggregate	1600 Yd. Mi.	@ 0.16	256.00
(13a)	No. 3 Road oil in Place	65 Tons	@ 22.50	1,462.50
(13b)	Tar in Place	75 Tons	@ 27.50	2,062.50

Beatty-Forest Boundary Unit

(14)	Preparation of Base	18.0 Miles	@ 125.00	2,250.00
(15)	Placing Mineral Aggregate	15,900 C. Y.	@ 1.25	19,875.00
(16)	Hauling Mineral Aggregate	34,000 Yd. Mi.	@ 0.18	6,120.00
(17)	Emulsified or Cutback Asphalt in Seal Coat	160 Tons	@ 28.50	4,560.00
(18)	Gravel Shoulders	6,200 Cu. Yd.	@ 0.35	2,170.00
(19)	Hauling Gravel Shoulders	40,000 Yd.Mi.	@ 0.10	4,000.00
(20)	Sprinkling	600 M. Gals.	@ 2.00	1,200.00
(21a)	No. 3 Road Oil in Place	1,130 Tons	@ 27.00	30,510.00
(21b)	Tar in Place	1,340 Tons	@ 29.50	39,530.00

Total Amount of Estimate (Using Road Oil) 102,600.00

Total Amount of Estimate (Using Tar) 117,805.00

RECEIVED
OCT 3 - 1933

ms 34

October 7, 1933

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

For use in connection with the Merrill-Malin bituminous macadam and oiling project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Courthouse, Klamath Falls, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MB

Encl.

cc Mr. E. B. Lytle
cc Resident Engineer

7KS 34

October 7, 1933

J. C. Compton
McMinnville, Oregon

Dear Sir:

This letter is to inform you that the State Highway Commission has accepted your bid submitted on October 5, 1933, for the construction of 4.0 miles of bituminous macadam and 6.1 miles of oil mat surface treatment on the Merrill-Malin Section of The Dalles-California Highway in Klamath County, and has awarded this contract to you at your bid price of $25,377.00.

Please consider this letter as official notice to you to commence construction on the above projects at once. Contract forms will be sent you shortly for execution.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RWB

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 5, 1933

RECEIVED
OCT 20 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRS 34, the Merrill-Malin section of The Dalles-California Highway, to J. C. Compton of McMinnville, Oregon, who submitted the second low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

H. E. Andrews
H. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

September 19, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
OCT 21 1933
OREGON

Dear Sir:

Plans, specifications and estimate for Oregon NRS 34, the Merrill-Malin section of The Dalles-California Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

Sr. Highway Engineer

NRS No. 34

September 19, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are submitting herewith revised sheets to be inserted in the special provisions for the Merrill-Malin Project, which were sent to you sometime ago. The changes involved are as follows:

On Sheet 1, the date of receiving bids is changed from September 16th to October 5th. On Sheet 3, a sentence was added in paragraph four to provide for the registration of ex-service men. On Sheet 17, the name of the employment service has been changed from U. S. Employment Office to National Reemployment Office.

A similar change in the name of the employment office is involved in the Midland-California Line Grading Project and the Klamath Falls-Forest Boundary Project, and revised sheets to cover this change in those projects are also being submitted herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

SPECIAL PROVISIONS

Merrill-Malin, Bit. Macadam and Oiling

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon, at the Multnomah Hotel in Portland, Oregon, at nine o'clock A. M. (9:00 A. M.) on the fifth (5th) day of October, 1933.

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract, if awarded, consists of the construction of 4.0 miles of bituminous macadam wearing surface (Type B-2 modified) and the applying of 6.1 miles of oil mat surface treatment (Type O-11 modified) on the Merrill-Malin Section of The Dalles-California Highway in Klamath County.

The west end of the project is at mile point 304.24 (Station 131+71) in the town of Merrill. The east end of the project is at mile point 314.30 (Station 1513+81) in the town of Malin.

The bituminous macadam wearing surface is to be constructed on the portion of the project which is between mile points 304.24 and 308.24 (Station 1193+30.5). The oil mat surface treatment is to be applied on the portion of the project which is between mile points 308.24 and 314.30.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than June 30, 1934.

States, and that all manufactured articles, materials and supplies offered have been manufactured in the United States substantially all from articles, materials or supplies mined, produced or manufactured, as the case may be, in the United States, unless articles, materials or supplies of the class or kind to be used, or the articles, materials or supplies from which they are manufactured are not mined, produced or manufactured, as the case may be, in the United States in sufficient and reasonably available commercial quantities and of a satisfactory quality. It has been determined with respect to asphaltic materials for highway purposes that it is impracticable to apply the above requirements.

Materials purchased and used under these specifications for which codes of fair competition as authorized under the National Industrial Recovery Act have been approved prior to the receipt of bids, shall be produced under such codes.

Selection of Labor:

Preference in the employment of all labor, skilled and unskilled, shall be given to qualified ex-service men with dependents.

All labor, skilled and unskilled, shall be employed from lists of available and qualified persons furnished the contractor by the employment agencies designated in the contract, provided, however, that qualified ex-service men with dependents and employees in an executive, administrative or supervisory capacity may be employed without reference to such lists. Ex-service men with dependents employed without reference to employment lists shall register with the employment agency and satisfy this agency concerning their claim to preference in employment.

Whenever the contractor shall require labor he shall inform the designated employment agency or agencies of the number of laborers required for his needs and request a list of names from which he may select those necessary to meet his requirements. Should the employment agency or agencies at such times fail to supply a properly prepared list containing a number of names at least 25 per cent in excess of the indicated requirements of the contractor, giving the name, residence, age and previous occupation of each person, grouped in accordance with preference to (1) ex-service men with dependents, (2) citizens of the United States and aliens who have declared their intention of becoming citizens, who are bona fide residents of the political subdivision and/or county in which the work is to be performed; and (3) citizens of the United States and aliens who have declared their intention of becoming citizens, who are bona fide residents of the State, Territory or District in which the work is to be performed, within forty-eight hours after the receipt of such request, the contractor may employ any available labor to meet his immediate requirements, provided, however, that when qualified the order of preference in employment stated in this paragraph shall apply. This above procedure shall obtain for each successive requirement of labor.

Any skilled or unskilled laborer found to be incompetent may be discharged, but replacement shall be made from lists furnished by the employment agencies, when such lists are available.

No skilled or unskilled laborer obtaining employment through the preference established herein and performing work satisfactory to the contractor shall

Contractor to Furnish Flagmen and Pilot Cars:

Contrary to the provisions which appear on pages 64 and 65 of the standard specification form, the state will bear no part of the expense of controlling traffic or of conducting traffic past the work. All flagmen, pilot cars and pilot car drivers required to control and conduct traffic in a manner satisfactory to the engineer shall be furnished by the contractor, and compensation therefor shall be understood to be included in the payments made for some one or more of the listed bid items.

Responsibility for Maintenance:

Maintenance operations on the section of highway to which this contract applies will be carried on by the State in the usual manner until such time as the contractor is ready to start work. The section will then be turned over to the contractor "as is," and from that time until all work to be done under the contract is completed, the contractor will be responsible for the maintenance of the section and will be required to keep the roadway in a smooth, well-compacted and otherwise satisfactory condition.

Employment Agency:

The United States Employment Service has, through its Oregon Office at Portland, designated the National Reemployment Office at Klamath Falls in Klamath County as the agency by which the employment lists for this project are to be prepared.

September 7, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Merrill-Malin Section of The Dalles-California Highway. Number NRS-34 has been assigned to this project.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE .... Oregon ....

PROJECT NO. .... NRS - 34 ....
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~

NATIONAL INDUSTRIAL RECOVERY ACT
Approved June 16, 1933

(Date) .... September 7, 1933 ....

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of .... Oregon ...., pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its .... State Highway Commission ...., constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road .... Merrill-Malin Section, The Dalles-California Highway ....

2. Between control points of official description: .... and ....

3. Between intermediate control points if used: Fed. Route #4 at Klamath Falls .... and ....

County of .... Klamath ....

4. Length in miles (gross) .... 9.93 .... (net) .... 9.93 ....

5. Preliminary estimate of cost: Total, $ .... 30,500 ....; section of road to be first improved, $ .... 30,500 ....,

of which $ .... - - .... is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ....
(Amount.)

Current Income Sufficient to Insure Completion: Chap. 175, Laws 1917; Chap. 31, Laws 1929.
(Source; refer to statute.)

(b) County ....
(Amount.) (Source; refer to statute.)

....

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Chapter 41, Laws 1927 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY DEPARTMENT
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

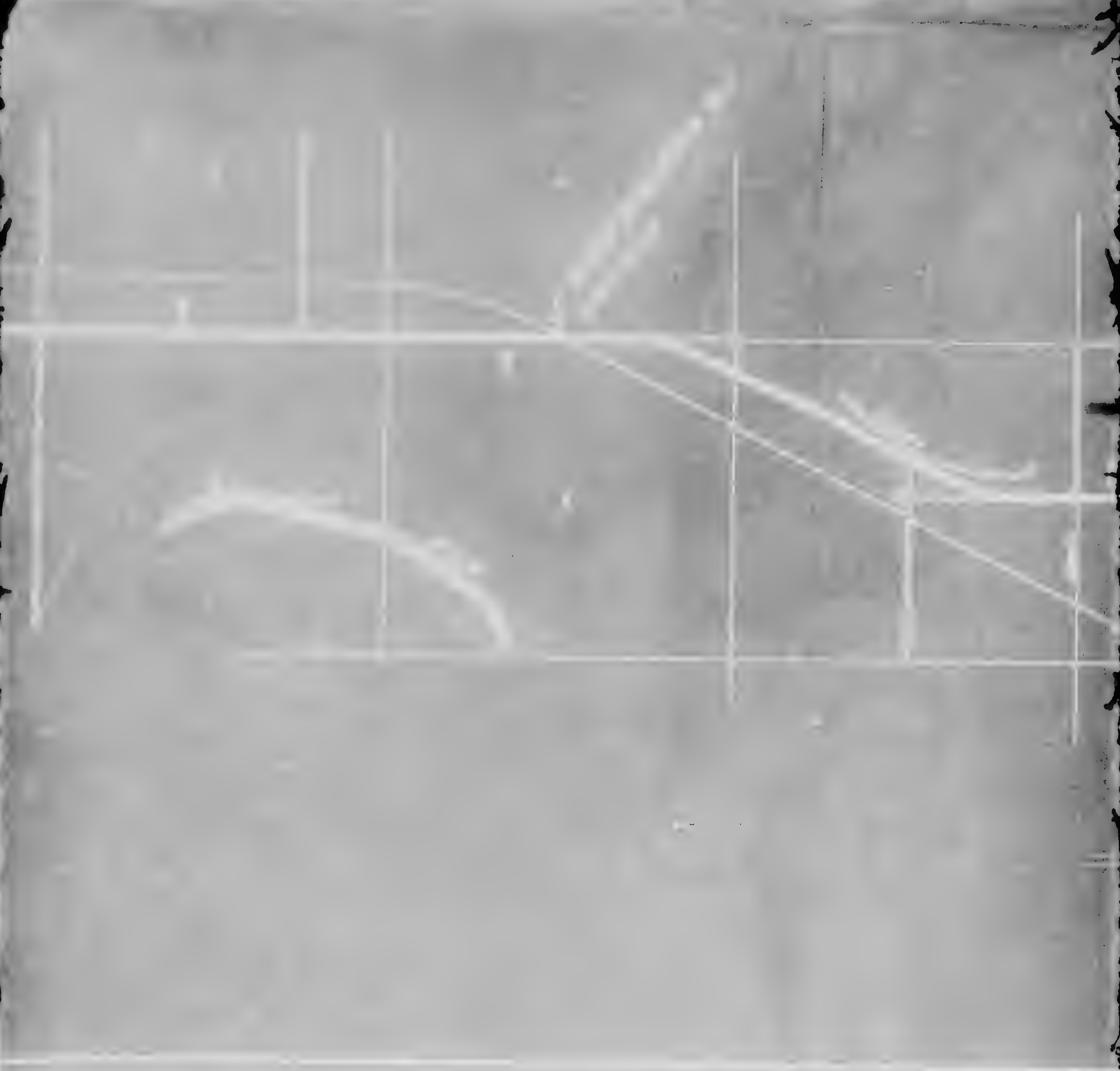
By

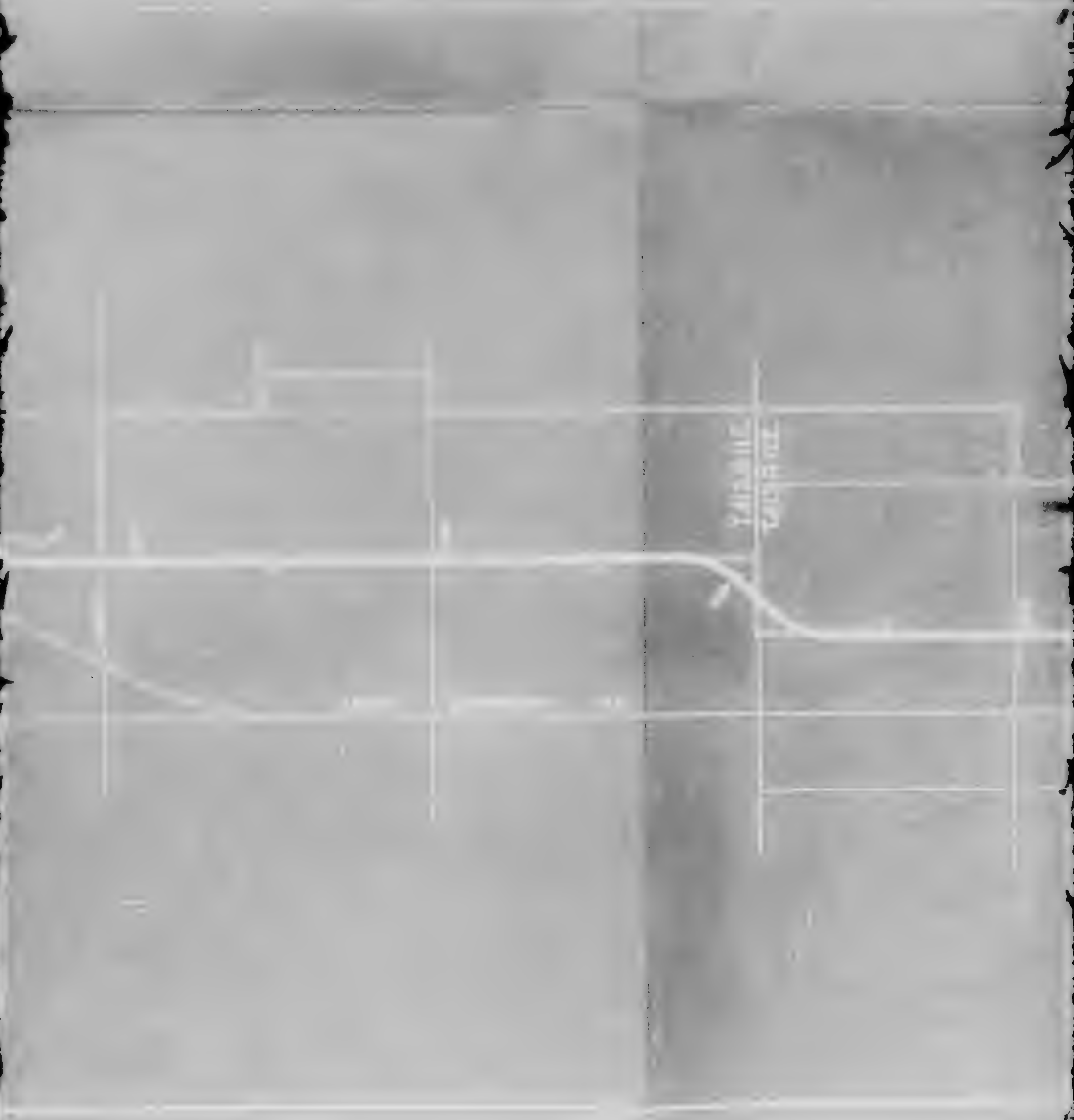
As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

MERRILL





OREGON STATE HIGHWAY DEPARTMENT

[illegible]

MERRILL-MALIN SECTION

THE DALLES-CALIFORNIA HIGHWAY

KLAMATH COUNTY

PROJECT No. [illegible]-34

September 1, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the several inquiries contained in your letter of August 29th, concerning the plans for the Merrill-Malin Section, Project No. NRH-34.

The equation shown on the profile, Sta. 1200/01.1 = 1200/00 is correct.

The unit for the item of "Hauling Mineral Aggregate" is yard mile.

The sheets of the plans showing the alignment through the town of Merrill and Malin have been corrected to indicate the street widths and additional blueprint copies of these sheets are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

August 29, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of plans, specifications and estimate for proposed Oregon National Recovery Secondary Project No. NRS 34.

A number of small errors are noted in the papers as submitted, as follows:

(1) On the plans the names and widths of streets traversed by the project are not shown. Revised plan sheets showing this information are desired.

(2) At Sta. 1200 the equation on the plan is shown as 1200+00.1 = 1200+00, while on the profile the same equation is shown as 1200+01.1 = 1200+00. Which is correct?

(3) The summary sheet of the plans shows 5,100 yd. mis. hauling mineral aggregate, while the estimate shows bituminous macadam 5,100 yd. stas. and the oil surface treatment 5,000 yd. mis. Apparently the estimate and summary sheet should show a total of 10,100 yd. mis. and the bituminous macadam should show yd. mis. instead of sta. yds. Please advise which of the above figures are correct. All necessary corrections should be made before the agreement estimate is submitted.

Also, on the estimate the non-participating item of stockpiled rock has not been separated to show the cost to apply to the two different types of wearing surface. This should be corrected in the agreement estimate.

RECEIVED
AUG 30 1933
OREGON

Very truly yours,

W. H. LYNCH
District Engineer

By

Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

August 29, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRS 34, the Merrill-Malin section of The Dalles-California Highway, 6.064 miles of bituminous macadam wearing surface and 3.872 miles of oil penetration surface treatment, are today being forwarded for approval. This is your authority for advertising.

Our recommendation is made subject to the condition that the necessary corrections be made as mentioned in our letter of this date.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. B. [illegible]
Sr. Highway Engineer

RECEIVED
AUG 30 1933
OREGON
[illegible]

AUGUST
Twenty-Fifth
1933

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany specifications for oiling and bituminous macadam work on the Merrill-Malin Section, National Recovery Secondary Highway Project No. NRS-34.

Five bid proposals and five sets of blueprint plans are being sent under separate cover. This section was originally constructed under P. R. 34, and later improved as a State project. The revised plans show the alignment and grade as it now exists.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-3A

MERRILL-MALIN SECTION OF THE

DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate with specifications. Not as basis for project agreement.)

Salem, Oregon, August 25, 1933

TYPE I ROADWAY:

Bituminous Macadam Wearing Surface, Type B-2
(Sta. 989+00 to Sta. 1193+30.5)

6.1	miles	Preparation of Base	$ 80.00	$ 488.00
3,600	cu. yds.	Placing Mineral Aggregate	1.30	4,680.00
5,100	yd. mi.	Hauling " "	0.15	765.00
35	tons	Emulsified, or Cut-back Asphalt in Seal Coat	23.00	805.00
220	tons	No. 3 Oil in Place	22.00	4,840.00
260	"	Tar in Place	25.00	Alternate

Sub-total $ 11,578.00
10% Engr. & Cont. 1,157.80

Total.......... $ 12,735.80

Length 6.064 miles
Cost per mile $2100.23

TYPE II ROADWAY:

Oil Mat Surface Treatment, Type B-11
(Sta. 1193+30.5 to Sta. 1513+81.0)

3.9	miles	Preparation of Base	$ 80.00	$ 312.00
3,300	cu. yds.	Placing Mineral Aggregate	1.30	4,290.00
5,000	yd. mi.	Hauling " "	0.15	750.00
68	tons	Emulsified or Cut-back Asphalt in Seal Coat	23.00	1,564.00
213	"	No. 3 Oil in Place	22.00	4,686.00
252	"	Tar in Place	25.00	Alternate

Sub-total $ 11,602.00
10% Engr. & Cont. 1,160.20

Total........ $ 12,762.20

Length 3.872 miles
Cost per mile $3296.02

National Recovery Secondary Highway Funds Requested:

Type I	Roadway	$12,735.80
Type II	"	17,762.20
		$30,498.00

NON-PARTICIPATING ITEMS

Stockpiled Aggregate furnished under State Contract No. 1342:

3,450	cu. yds.	1½" - 3/4"	Matl's	in	Stockpile	$ 1.23	$ 4,243.50
1,010	" "	3/4" - ½"	"	"	"	1.23	1,242.30
1,660	" "	½" - 1/8"	"	"	"	1.23	2,041.80
							$ 7,527.60

CONTRACT#1514,

NRM 203-A Sheridan St.-Portland City 1933
Limits (Fourth St.)
1514 [redacted]

RECEIVED
NOV 9 1936
FOR FILING

203-A

November 6, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the final voucher for the Sheridan Street-Portland City Limits Section, Project No. NRM 203-A.

Due to variations occurring in the several types of work on the project, it is our request that the excess funds on those types where underruns occurred be utilized on the types which overran the preliminary estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

RH Baldock

[redacted] Cost Data to Jan.15 1934 Final Report Jan.25, 1934

West Side ~~Pacific~~ Highway, S[illegible]n Street, Portland City Lim[illegible]ction, Paving
and Surfacing; Contract 1514, Prefix 26 PA
Harold Blake Contractor
F.P.Young Res. Const. Enginner

203A

NOTED
State Highway Engineer

	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Excavation Single Class	6699.25	19799.0 cu yds	0.34	0.25	4949.75
Haul Excavation	1702.71	8258.5 yd mi	0.21	0.17	1403.95
Slide Excavation	4577.12	11324.8 cu yds	0.41	0.42	4756.42
Gravel Cushion	6711.44	5834.5 cu yds	1.15	1.20	7001.40
Portland Cement Conc. Pave.	72794.99	51157.77sq yds	1.43	1.71	87479.79
Extra Condrete	332.47	44.48cu yds	7.47	8.06	358.51
1"Expansion Joint	747.78	4102.8 li ft	0.1820	0.14	574.39
½x 2" Contraction Jt	586.08	27053.6 li ft	0.021	0.015	405.80
Dowels	575.95	2772 only	0.207	0.15	415.80
Tie bars and Reinforcment	1112.95	27825.99lbs	0.04	0.04	1113.04
Class"F" Asphaltic Concrete (in Place)	2713.49	3012.32 sq yds	0.90	1.13	3403.92
3" -0 Base Surface and Shoulder	9852.51	7419.5 cu yds	1.32	1.14	8458.23
1¼"-0 Top " " "	6464.42	4518.5 cu yds	1.43	1.40	6325.90
Filler	52.75	211 cu yds	0.25	0.40	84.40
Haul Filler	47.30	191 cu yds	0.24	0.15	28.65
Mineral Aggre for Oil in Place	1713.68	735.5cu yds	2.33	2.94	2162.37
Casco #2 in Place	1754.98	72.61 tons	24.17	23.10	1677.29
Bitumals in Place	352.26	11.5 tons	30.57	29.50	325.98
River Run Gravel in Fill	1370.92	1692.0 cu yds	0.81	0.85	1438.20
Class "F" Asphaltic Concrete (In Place)	1833.48	2035.11 sq yds	0.90	1.16	2360.73
Class "F" Asphaltic Concrete (Overrun in Place)	148.22	28.67	5.17	5.50	157.68
½" Expansion Joint in Place	61.56	918.9 li ft	0.067	0.10	91.89
Long Sleeves	21.68	271 only	0.08	0.08	21.68
Force Account	4463.66				4844.08
	126691.65				139839.85
Cement Deduction		1162.08 bbls		2.145	2492.66
					137347.19

Gross Earnings	137347.19
Total Cost	126691.65
Net Profit	10655.54

Net Profit equals 8.4% of total cost

Cost Data Final Report Jan 25, 1934

[illegible] acific Highway, [illegible]dan Street, Portland City L[illegible] Section
[illegible]urfacing and Concrete Cement Paving.

Harold Blake Contractor
F.T.Young Res. Const. Engineer

Labor						
Labor					24377.22	
Supervision (Includes Frank Penepacker 4 mo.@ 300.00mo.)					3940.69	
State Industrial Acc Insurance					883.26	29201.17
Materials						
Concrete Sand.	3910	cu yds	@	1.00	3910.00	
Concrete Gravel	8505.5	cu yds	@	1.00	8505.50	
Portland Cement	14227.75	bbls	@	2.15	30589.66	
Readimix Concrete	330	cu yds	@	6.30	2097.90	
1" x (9" x 72 x 9") expans Jt.	4110	li ft	@	0.135	554.85	
¼" x 2" Contraction Joint	27100	li ft	@	0.0148	401.08	
½" x 2" " "	23150	li ft	@	0.0228	527.82	
Dowels	2772	only	@	0.15	415.80	
Tie Bars and Reinforcing	27825.99	lbs	@	0.033	918.26	
Gravel Cushion	5834.5	cu yds	@	0.737	4312.30	
3"-0 Base Surf. & Shoulder	7419.5	cu yds	@	1.00	7419.50	
1¼"-0 Top Surf. & Shoulder	4518.5	cu yds	@	1.00	4518.50	
River Run Gravel	1692	cu yds	@	0.75	1269.00	
Asphaltic Concrete in place	28.67	ton	@	5.00	143.35	
Asphaltic Concrete in place	5047.43	sq yds	@	0.83	4189.70	
Mineral aggregate for oil in place	735½	cu yds	@	1.10	828.85	
Bitumals in place	11.5	ton	@	1940	223.10	
Gasco #2 in Place	72.6	ton	@	13.00	943.93	
Joint Filler	6	bbls	@	3.16	19.00	
Long sleeves	271	only	@	0.08	21.68	
3" Gravel	208	cu yds	@	0.75	156.00	
Force Order Cement for raising Man holes					21.48	
Common Brick used on manholes					11.00	
Forge Order Sand, raising man H.					3.75	
River Run Gravel Back fill Perf Pipe	17	cu yds			13.75	
8" Galvanized Pipe	400	li ft	@	0.549	219.60	
8" Galvanized Bands	19	only	@	0.837	15.90	
8" Concrete Sewer Pipe	184½	li ft	@	0.30	55.31	
Burlap for Pipe wrapping					16.16	
6" Concrete Drain Tile	1075	li ft	@	0.13	181.35	
6" Sewer Pipe					6.30	
4" Drain Tile	60	li ft	@	0.11	6.60	
Catch Basin Top	1	only	@	8.50	8.50	
8" Concrete Fittings					4.46	72529.94

Cost Data Final Report Jan. 25, 1934

West Side Pacific Highway, Sheridan Street, Portland city Limits Section.
Portland Cement Concrete, Surfacing Contract No 1514, Prefix 26 PA
Harold Blake Contractor
F.T.Young Res Const. Engineer

Equipment Rentals Supplies, Gas Oil and Grease and Misc Expense.

Equipment Rental (State Rates or actual paid)	10997.99	
Gas, oil, and grease	3738.72	
Repairs	1825.69	
Small Tools	729.39	
Supplies and Misc	534.29	
Truck Rental (Includes gas oil and grease)(hauling sand and gravel of all kinds not included)	3087.67	
Form Lumber	1125.38	
Pipe Rental	759.88	
Move in and out	357.14	
Bond 1%	1375.87	
Liability Insurance	270.92	
Gravel used while excavating	51.00	
Tarps for covering Cement	~~[illegible]~~ 109.20	24960.54
Grand Total		126691.65

Cos [illegible] Final Report [illegible] 25, 1934

West Side Pacific Highway, Sheridan Street, Portland City Limits Sections
Portland Cement Concrete and Surfacing Contract No. 1514 Prefix 26 PA
Harold Blake Contractor
F.T.Young Res Const Engineer

Remarks;

This Job was bid Oct.5, 1933, started Oct. 19, 1933 and completed Oct 26, 1934 Very little work was accomplished during fall and winter due to rain and mud. Also the job was delayed by slides, bridge construction by another Contractor and a Longshoremans strike which made it impossible to get Gasco to complete the Oiling. The job strung out over a long period of time which increased cost.

The Contractor set up a crusher on the Willamette River at foot of Curry Street 0.9 miles from job and produced the screened and crushed gravel for about 40% of quoted Code Price.

The concrete pavement wide enough for four lane traffic was laid in two twenty foot strips with a four foot strip of Asphaltic Concrete between.

Two crews working five hour shifts, well organized and with good equipment made excellent progress. 49500 sq yds concrete pavement, 9"-7"-9" thick was mixed and laid in 273 hours operating time, an average of 178.7 sq yds per hour. A six sack Koehring mixer and a 20 foot Ord finishing machine were used. Paving was delayed and cost increased by wet weather in May and June. Seventeen of the forty five days elapsing from beginning to completion of mixer operation were too wet for paving.

Both Oregon, and Santa Cruz cement were used. 2648 sq yds of concrete pavement at the bridge ends were laid with class "A" ready mix, furnished by the contractor from his Curry Street Ready Mix plant.

Eight fills which had not taken their final settlement, total length of about 3000 feet were skipped with concrete pavement. These areas were surfaced with crushed rock and then oiled with Gasco and Bitumals. Longshoreman strike delayed progress and increased cost as Gasco could not be obtained, and after considerable delay job was finished with bitumals.

The Asphaltic Concrete was subbed to the Cascade Construction Co. (~~[illegible]~~w for $0.83 per sq yd in place. (equivalent to about $5.00 per ton)

Working in wet winter weather, skim excavation about 7" in depth, and returning to remove slides of wet muddy clay increased cost of excavation.

E.H.Clymer
By Ross C. Miles

#1514

233A

January 24, 1935

Hartford Accident & Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1514 for the construction of the Sheridan Street-Portland City Limits Section of the West Side Pacific Highway in Multnomah County has been completed by the contractor, Harold Blake, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 2, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $137,343.80 including the final payment. Of this amount $4,849.84 was for force account work.

Very truly yours,

Secretary.

Dist. by J. McFarland.

FORM S-A-4 18818 10M 6-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 5, 1934.

Mr. Wm. B. Chandler,
Division Engineer,
Salem, Ore.

Dear Sir:

I am returning the claims of Harold Blake on the Fourth St. job.

I see no reason why we should reimburse him for the cost of the 10 ft. floats as they are the standard floats used by this department for the last two years, and it is my understanding that Mr. Blake merely discarded them because he found a steel channel float which would retain its shape better than the wooden floats. Unless these floats were ordered discarded by you or the engineer in charge, Blake would have been privileged to use them during the job and consequently any change which he made was for his convenience and profit.

The extra movement of the shovel may be allowed if the work was ordered suspended and then recommenced. It would appear however, that there are a considerable number of these movements and they should be checked carefully and all the extra movements where necessary on account of suspended operations, Force Account Orders should be issued to cover.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

NOTED
State Highway Engineer

Form 338—4M—9-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending November 24, 1934

Section Sheridan Street - Portland City Limits

Kind of work Paving and Surfacing

Highway West Side Pacific

Section prefix 26 PA

Contractor Harold Blake

Contract number 1514 203A

Date of contract October 5, 1933

Date of completion August 31, 1934

Date work started October 14, 1933

Estimated date of completion October 26, 1934

Amount of contract $125,435.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $147,939.92

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $6996.81, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate and supporting data delivered to Salem on November 24th.

F. T. Young

Resident Engineer

RECEIVED NOV 26 1934

NOV [illegible] 1934 OFFICE OF DIVISION ENGINEER

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Construction
Contracts & Agreements
Multnomah County
Pac. Hwy.-4th St. Jct.
Fire Hydrants
+ extension of 4th St. to Multnomah

203 a

113-2

November 7, 1934

Ormond R. Bean,
Commissioner of Public Works
City of Portland
Portland, Oregon

Dear Sir:

Wish to thank you for your letter of November 5 advising of the action taken by the Portland City Council with regard to the request of the State Highway Commission that fire hydrants be installed at each end of the two new bridges on Southwest Barbur Boulevard.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

ORMOND R. BEAN
CITY COMMISSIONER

FRANKLIN L. DAVIS
CHIEF OF OPERATIONS

L. G. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
DEPARTMENT OF PUBLIC WORKS

SW Barbur
Blvd.
#151021

November 5, 1934

H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

In re: Fire hydrants-Barbur
Boulevard

Dear Sir:-

Replying to your letters on the above subject, I am enclosing herewith for your information a copy of my report to the Council and considered by that body on October 25th, at which time the expenditure of $2,037.00 for the cost of materials, truck hire, equipment rental and workmen's compensation incidental to the installation of the hydrants, was approved by the Council. An ordinance authorizing this expenditure will be presented to the Council next Thursday.

The installation of the hydrants as an SERA project has been approved by the committee.

Yours very truly,

Ormond R Bean
COMMISSIONER OF PUBLIC WORKS

G

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRM 203-A

POST OFFICE BUILDING
PORTLAND, OREGON

November 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered ~~Federal aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Jon

H4p 19928

Oregon U. S. Public Works
Project No. NRM 203, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 5, 1934, by the Oregon State Highway Commission, and on June 1, 1934, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works project No. NRM 203, Section A; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section A to provide for landscaping; and by reason thereof has requested that the estimate of cost approved and the Federal funds approved and set aside to the credit of said Section A be increased from $238,218.20 to $249,879.70:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission, and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of two hundred forty-nine thousand, eight hundred seventy-nine and 70/100 dollars ($249,879.70) as the share of the United States

> payable under said act on account of Section A of said project, which is the approved total estimated cost thereof:"

Paragraph (a) of Article III shall read:

> "(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate as approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost, or such work shall be paid for on the basis of labor, materials and miscellaneous items and services certified by the District Engineer as entering into the work."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of two hundred forty-nine thousand, eight hundred seventy-nine and 70/100 dollars ($249,879.70), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of Section A of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 1st day of October, 1934, and the Secretary of Agriculture on the 23d day of October, 1934.

OREGON STATE HIGHWAY COMMISSION

By ____________________
Chairman, State Highway Commission.

By E B Aldrich
Member, State Highway Commission.

By ____________________
Member, State Highway Commission.

Secretary of Agriculture

By ____________________
Acting Chief, Bureau of Public Roads.

Oregon U. S. Public Works
project No. NRM 303, Section A.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRM-205-A State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $240,879.70 in lieu of the $238,218.20 approved by Certificate of June 1, 1934, as the total estimated cost of said project, and the sum of $240,879.70 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~per centum share of~~ said total estimated cost.

Done at the city of Washington, this 23d day of October one thousand nine hundred and thirty-four

Secretary of ~~Agriculture~~
~~Secretary of Agriculture.~~

By [illegible]
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

Mr Baldock

11322

CITY OF PORTLAND - OREGON
OFFICE OF CITY AUDITOR
Geo. R. Funk

October 27, 1934

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please be advised that the Council at a meeting held Oct. 25th considered a report of the Commissioner of Public Works on your communication calling attention to the necessity of installing additional fire hydrants at each end of the two bridges recently constructed by the State on S. W. Barbur Boulevard.

The amounts of the cost of same, as stated in the following paragraph in said report, were approved by the Council:

> "As set out by the City Engineer, if the installing of these hydrants is submitted as an SERA project, the total cost would amount to $4,051.00, and the cost of materials, truck hire, equipment, rental and workmen's compensation would amount to $2,037.00."

We enclose a copy of said report of the City Engineer on this matter.

Yours very truly,
GEO. R. FUNK
AUDITOR OF THE CITY OF PORTLAND
By D. B. Palmer (signed)
Deputy.

Cal. #5519

NOT
State Highway Engineer

(COPY)

CITY OF PORTLAND
Inter-Office Correspondence

From Bureau of City Engineer
To Dept. of Public Works
Addressed to Mr. O. R. Bean, Commissioner,

Subject: Fire Hydrants for bridges on S.W. Barbur Boulevard.

October 18, 1934.

Dear Sir:

I am returning herewith Council Calendar No. 5176, which is a request by the Highway Commission that hydrants be installed at each end of the two bridges recently constructed by the State on S.W. Barbur Boulevard.

We have made an investigation and find that there is at the present time a hydrant located at the north end of the Vermont Street Bridge.

I have taken the matter up with Mr. Morrow, Water Engineer, in regard to the installation of hydrants at the other three locations as requested by the State and we find the cost to be $8,557.63.

I believe that it would be quite desirable to have these three hydrants installed for use in case of a fire on these two structures. However, due to the heavy cost, I would suggest that only one hydrant be installed for each bridge at this time; and in view of the fact that one is already installed at Vermont Street, it would only be necessary to install one hydrant at the south end of the Slavin Road Bridge. If this is submitted as a S.E.R.A. project, the total cost would amount to $4,051.00, and the cost of materials, truck hire, equipment rental, and workmen's compensation would amount to $2,037.00.

In view of the emergency of providing some fire protection at this Bridge, I would recommend that the Council appropriate $2,037.00 for the above work with instructions to submit the project at the earliest possible date.

Yours very truly,
L. G. APPERSON,
CITY ENGINEER.

CITY OF PORTLAND - OREGON
OFFICE OF CITY AUDITOR
Geo. R. Funk

October 27, 1934

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please be advised that the Council at a meeting held Oct. 25th considered a report of the Commissioner of Public Works on your communication calling attention to the necessity of installing additional fire hydrants at each end of the two bridges recently constructed by the State on S. W. Barbur Boulevard.

The amounts of the cost of same, as stated in the following paragraph in said report, were approved by the Council:

> "As set out by the City Engineer, if the installing of these hydrants is submitted as an SERA project, the total cost would amount to $4,051.00, and the cost of materials, truck hire, equipment, rental and workmen's compensation would amount to $2,037.00."

We enclose a copy of said report of the City Engineer on this matter.

Yours very truly,
GEO. R. FUNK
AUDITOR OF THE CITY OF PORTLAND
By D. B. Palmer (signed)
Deputy.

Cal. #5519

October 24, 1934

TO THE COUNCIL.

In re: Fire Hydrants-bridges
on SW Barbur Blvd.

Gentlemen:

Your Commissioner of PUBLIC WORKS returns herewith a communication from H. B. Glaisyer, Secretary, Oregon State Highway Commission, calling attention to the necessity of installing additional fire hydrants at each end od the two bridges recently constructed by the state on SW Barbur Boulevard.

The city engineer has made a careful study of this matter, and has covered his findings very completely in the attached report, which is hereby made a part of this document.

COPY

As set out by the city engineer, if the installing of these hydrants is submitted as an SERA project, the total cost would amount to $4,051.00, and the cost of materials, truck hire, equipment rental and workmen's compensation would amount to $2,037.00.

Your Commissioner recommends that this matter be considered by the Council as a whole.

Respectfully submitted,

COMMISSIONER OF PUBLIC WORKS

G

COPY

CITY OF PORTLAND
Inter-Office Correspondence

From Bureau of City Engineer
To Dept of Public Works
Addressed to Mr. O. R. Bean, Commissioner,
Subject: Fire Hydrants for bridges on S.W. Barbur Boulevard.

October 18, 1934.

Dear Sir:

I am returning herewith Council Calendar No. 5176, which is a request by the Highway Commission that hydrants be installed at each end of the two bridges recently constructed by the State on S.W. Barbur Boulevard.

We have made an investigation and find that there is at the present time a hydrant located at the north end of the Vermont Street Bridge.

I have taken the matter up with Mr. Morrow, Water Engineer, in regard to the installation of hydrants at the other three locations as requested by the State and we find the cost to be $8,557.63.

I believe that it would be quite desirable to have these three hydrants installed for use in case of a fire on these two structures.. However, due to the heavy cost, I would suggest that only one hydrant be installed for each bridge at this time; and in view of the fact that one is already installed at Vermont Street, it would only be necessary to install one hydrant at the south end of the Slavin Road Bridge. If this is submitted as a S.E.R.A. project, the total cost would amount to $4,051.00, and the cost of materials, truck hire, equipment rental, and workmen's compensation would amount to $2,037.00.

In view of the emergency of providing some fire protection at this Bridge, I would recommend that the Council appropriate $2,037.00for the above work with instructions to submit the project at the earliest possible date.

Yours very truly,
L. G. APPERSON,
CITY ENGINEER.

October 18, 1934

From Bureau of City Engineer

To Public Works

Addressed to Ormond R. Bean, Commissioner

Subject Fire Hydrants for bridges on SW Barbur Blvd

Dear Sir:-

I am returning herewith Council Calendar No. 5176, which is a request by the Highway Commission that hydrants be installed at each end of the two bridges recently constructed by the State on S. W. Barbur Boulevard.

We have made an investigation and find that there is at the present time a hydrant located at the north end of the Vermont Street Bridge.

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COPY

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Yours very truly,

CITY ENGINEER

(COPY)

CITY OF PORTLAND
Inter-Office Correspondence

From Bureau of City Engineer
To Dept. of Public Works
Addressed to Mr. O. R. Bean, Commissioner,

Subject: Fire Hydrants for bridges on S.W. Barbur Boulevard.

October 18, 1934.

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In view of the emergency of providing some fire protection at this Bridge, I would recommend that the Council appropriate $2,037.00 for the above work with instructions to submit the project at the earliest possible date.

Yours very truly,
L. G. APPERSON,
CITY ENGINEER.

203A

October 18, 1934

Mr. H. G. Smith
Office

Dear Sir:

With further reference to the opening of the highway on Seventeenth on October 27, please keep the highway closed by barricades between the Slaven Road and the city limits until the opening day. In the meantime, Beakey can erect all the necessary signs, paint traffic stripes, etc.

Please see to it that the highway ditches and everything are cleaned up properly and, if necessary, request Mr. Bishop to have his maintenance crews do this work to the end that we can make a good showing on the opening day.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. Scott
Mr. McCullough
Mr. Bishop
Mr. Beakey

FORM 2-L-1 1M 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF LESLIE M. SCOTT, CHAIRMAN
1025-29 YEON BUILDING
PORTLAND, OREGON

X

203-a

262

October 8, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Mr. Baldock:

This is to remind you that the date, October 27, has been set for the official opening of Fourth Street, officially known as Barbur Highway, in Portland by the local authorities and celebration committee. The hour is 1.30 P. M.

Yours truly,

Scott

LMS es

September 28, 1934

The Honorable Mayor and
City Commissioners
City Hall
Portland, Oregon

Gentlemen:

Reference is made to my letter of July 27, 1934 directed to you at the request of the State Highway Commission in which there is brought to your attention the necessity for the installation of additional fire hydrants on the Barbur Boulevard Section of the West Side Pacific Highway within the Portland City Limits at the location of the bridge over the Vermont Street gulch and the bridge over the Newberry Street gulch in order to provide for these bridges ample protection against loss or damage by fire inasmuch as they are largely of timber construction.

The State Highway Commission has not yet received a reply to this communication and I have been instructed to write to you again regarding this matter, and to ascertain from you whether or not you have made plans for the installation of these fire hydrants and, if so, when you expect the installation will be made.

I shall be pleased to hear from you in regard to this matter so that I may pass the information on to the Commission at the first opportunity.

Yours very truly,

HBG:MC

Secretary

cc - C. B. McCullough

708a

September 10, 1934

Mr. L. G. Apperson
City Engineer
Portland, Oregon

Dear Sir:

Responding to your communication of August 22 to Mr. F. T. Young, re paving intersections of S. W. Barbur Boulevard, advise that under the terms of our contract the City has to pave all intersections.

Very truly yours,

State Highway Engineer

RHB:HI

cc F. T. Young

ND R. BEAN
ITY COMMISSIONER

FRANKLIN L. DAVIS
CHIEF OF OPERATIONS

L. G. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS

August 22, 1934

RECEIVED
Date [illegible]
OFFICE OF
RESIDENT ENGINEER
OREGON CITY

Mr. F. T. Young,
Resident Engineer,
State Highway Department,
Oregon City, Oregon.

Dear Sir: In re: Paving intersection of S.W. 3rd Ave. and S.W. Barbur Blvd.

A few days ago when you called at this office we spoke to you relative to paving the intersection of S.W. 3rd Ave. and S.W. Miles St. which intersect S.W. Barbur Blvd. from the north and northwest.

We wish to bring this matter to your attention again as we feel that the paving of this intersection should be included in the present contract which the State has for paving S.W. Barbur Blvd. At present the intersection is improved with macadam which is not very satisfactory for an intersection where the streets leading into same are on rather steep grades. We feel that at a small extra cost this intersection could be redressed with a similar material to that now being used for the paving of the 4 foot center strip in S.W. Barbur Boulevard. Kindly give this matter your consideration as we feel that it is imperative that a permanent type of improvement be made at this location.

We also wish to call to your attention another matter which we spoke to you about, and that is the making of a proper connection between the pavement in S.W. Briar Place and the pavement in S.W. Barbur Blvd. As you will recall there is a difference of elevation between the two pavements amounting to about 3 inches. This difference in elevation can be taken up by either reconstructing the pavement in Briar Place to conform to the pavement in S.W. Barbur Boulevard or else by filling in with a suitable bituminous material.

Yours very truly,

L. G. Apperson
CITY ENGINEER

JFB CH

FORM 3-A-1 19749 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

2c3a

August 24, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Office.

Dear Sir:

In answer to letter of F. T. Young advising that Mr. Apperson, city engineer of Portland, wishes shoulders bound up and certain street intersections paved on Barbur Boulevard, you can make arrangements to place additional binder material in these shoulders, either by state force work or under the contract. In this connection, please investigate the offer of the Ross Island Company (Mr. Newell), who offered to sell us any amount of mixed crusher dust and sand at a very cheap price.

Please get a further report from Mr. Young concerning exactly which street intersections Mr. Apperson believes should be paved under our contract, as it is our understanding that the City was supposed to pave all street intersections which needed paving.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By
H. G. Smith,
Construction Engineer.

HGS:M
cc R. H. Baldock

NOTED
State Highway Engineer

August 24, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate as basis for modified agreement for the Sheridan St.-Portland City Limits Section of the West Side Pacific Highway, Project No. NRM 203-A, which estimate has been prepared to include the landscaping work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. E. Nash/KR

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 203-A

HARRISON STREET-PORTLAND CITY LIMITS SECTION OF THE WEST SIDE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for modified agreement.)

Salem, Oregon, August 22, 1934

ROADWORK - (Contract No. 1514)

40' Cement Concrete Pavement

6,000	cu. yds.	Excavation, Single Classification	$ 0.25	$ 1,500.00
4,430	" "	Gravel Cushion	1.20	5,316.00
53,250	sq. yds.	Portland Cement Concrete Pavement	1.71	91,057.50
50	cu. yds.	Extra Concrete	8.06	403.00
4,470	lin. ft.	Expansion Joints	0.14	625.80
29,300	" "	Contraction Joints	0.015	439.50
2,680	only	Dowels	0.15	402.00
24,700	lbs.	Tie Bars	0.04	988.00
5,400	sq. yds.	Asphaltic Concrete Pavement	1.13	6,102.00
5,770	cu. yds.	Base Course, Shoulders & Surfacing	1.14	6,577.80
2,770	" "	Top Course, Shoulders & Surfacing	1.40	3,878.00
860	" "	Filler	0.40	344.00
860	yd. mi.	Hauling Filler	0.15	129.00
		Sub-total		$ 117,762.60
		10% Engr. & Cont.		11,776.26
		Total		$ 129,538.86

20' Cement Concrete Pavement - 26' Macadam

200	cu. yds.	Excavation	$ 0.25	$ 50.00
70	" "	Gravel Cushion	1.20	84.00
750	sq. yds.	Portland Cement Concrete Pavement	1.71	1,282.50
30	lin. ft.	Expansion Joints	0.14	4.20
700	" "	Contraction Joints	0.015	10.50
20	only	Dowels	0.15	3.00
300	lbs.	Tie Bars	0.04	12.00
230	cu. yds.	Base Course, Shoulders & Surfacing	1.14	262.20
130	" "	Top Course, Shoulders & Surfacing	1.40	182.00
40	" "	Filler	0.40	16.00
40	yd. mi.	Hauling Filler	0.15	6.00
		Sub-total		$ 1,912.40
		10% Engr. & Cont.		191.24
		Total		$ 2,103.64

40' Macadam

1,800	cu. yds.	Excavation, Single Classification	$ 0.25	$ 450.00
2,500	" "	Base Course, Shoulders & Surfacing	1.14	2,850.00
1,600	" "	Top Course, Shoulders & Surfacing	1.40	2,240.00
400	" "	Filler	0.40	160.00
400	yd. mi.	Hauling Filler	0.15	60.00
		Sub-total		$5,760.00
		10% Engr. & Cont.		576.00
		Total		$6,336.00

BRIDGES (Contract No. 1564)

Banbury Street Bridge (Sta. 101+70 to 105+18)

380	cu. yds.	Excavation	$ 2.50	$ 950.00
220	" "	Class "B" Concrete	15.00	3,300.00
420	" "	" "D" "	16.00	6,720.00
90,000	lbs.	Metal Reinforcement	0.04	3,600.00
290	M-FBM	Treated Lumber	77.50	22,475.00
704	lin. ft.	Composite Handrail	3.00	2,112.00
All Required		Removal of Old Structure		200.00
				$39,357.00

Vermont Street Bridge (Sta. 114+29 to 118+93)

340	cu. yds.	Excavation	$ 2.50	$ 850.00
290	" "	Class "B" Concrete	15.00	4,350.00
560	" "	Class "D" Concrete	16.00	8,960.00
126,000	lbs.	Metal Reinforcement	0.04	5,040.00
380	M-FBM	Treated Lumber	77.50	29,450.00
940	lin. ft.	Composite Handrail	3.00	2,820.00
All Required		Removal of Old Structure		300.00
				$ 51,770.00
		Sub-total, Bridges		$ 91,127.00
		10% Engr. & Cont.		9,112.70
		Total		$100,239.70

Length of Roadwork (40' Pavement)	2.225 miles
" " 2 Trestles	0.154 "
Total length	2.379 "
Cost per mile	$58,219.71

Length of Roadwork (20' Pavement-26' Macadam)	0.062 mile
Cost per mile	$ 33,929.67
Length of Roadwork (48' Macadam)	0.584 mile
Cost per mile	$ 10,849.38

LANDSCAPING, STA. MINUS 0+20.9 TO STA. 167+00

STATE FORCE WORK

Materials:

Plants - Trees, shrubs and vines required as per planting plans	$2,149.17	
Fertilizer - Sheep guano, not sterilized (or equivalent) 30 tons at $16.00 del.	480.00	
Peat Moss 200 Bales at $1.50 del.	300.00	
Tree Stakes (2" x 2" x 8') 336 only at $0.10 del.	33.60	
Miscellaneous	25.00	
		$ 2,987.77

Equipment:

Truck Rentals 2 Trucks at $7.00 per day - 33 days	$ 462.00	
Small Tools, etc.	200.00	
		$ 662.00

Labor:

Grading and Leveling Work 2.9 miles at $250.00	$ 725.00	
Planting Trees, Shrubs and Vines 356 trees at $0.60 per tree	213.60	
6,030 shrubs at $0.40 per shrub	2,412.00	
12,925 Shrubs at $0.20 per vine	2,585.00	
		$ 5,935.60

Superintendence:

1 Planting Foreman at $125.00 per mo. - 2 mo.	$250.00
1 Nursery Foreman at 125.00 " " - 2 "	250.00
1 Layout Man at 125.00 " " - 2 "	250.00
	$ 750.00

Operation of Trucks:

2 Truck Drivers at $4.00 per day - 33 days	264.00
Sub-total..................	$10,601.37
10% Engr. & Cont..........	1,060.13
Total...............	$11,661.50

Length	2.871 miles
Cost per mile	$ 4,061.82

SUMMARY OF FUNDS REQUESTED

National Recovery Municipal Funds Requested

Roadwork (40' Pavement)........................	$129,538.86
" (20' " and 26' Macadam)........................	2,103.64
" (48' ")........................	6,336.00
" (Landscaping)........................	11,661.50
Total, Roadwork	$149,640.00
Bridges..	$100,239.70
Total, All Work	$249,879.70

State Funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920.

Funds for Maintenance: City of Portland resolutions dated October 4, 1933, December 10, 1933 and February 21, 1934.

203a

August 21, 1934

Mr. C. B. McCullough

Herewith an application for an extension of time on the construction of the bridges over gulches at Vermont and Newbury Streets on the 4th Street Extension in Multnomah County, contract No. 1564, Hoffman Construction Company, contractors.

Their statement that the delivery of creosoted lumber for this job was delayed on account of the Longshoremens' strike is true. Their erection crew was laid off on this job practically all of July and the first two weeks in August.

In addition to these delays, we have found it necessary to materially alter the plans for the foundations and have increased the amount of the foundation work.

In view of these circumstances, I would recommend that the 60 days extension as requested be granted without penalty.

G. S. Paxson

APPROVED
Bridge Engineer

GSP LD

File

203a

NOTED
State Highway Engineer

August 18, 1934

Mr. C. B. McCullough
Mr. S. H. Probert
OFFICE

Gentlemen:

Mr. Baldock has asked me to tell you to include in the contract for the construction of the Oregon Electric Overcrossing on the West Side Pacific Highway, Fourth Street Extension, the grading of the approaches thereto. It is my understanding that Multnomah County has done certain grading work at this point but has left a portion of it so that material would be available to the State to grade the approaches to this structure without the necessity of borrowing additional material.

Yours very truly,

HBG:MC

Secretary

July 27, 1934

Mr. Carl G. Washburne, Commissioner
Eugene
Oregon

Dear Mr. Washburne:

Enclosed is State Highway Fund Voucher No. 8,141 in favor of Multnomah County in the sum of $128,000. You will recall that this payment was approved by the Commission at its last meeting and that it was decided at that time that the balance of $10,000 due the County would be paid when it had completed some additional work.

This voucher has been signed by Chairman Scott and Commissioner Aldrich. Will you please sign the voucher and return it to us?

Very truly yours,

Secretary

AJ

#1514

203a

July 26, 1934

Mr. Harold Blake,
400 North Thompson Street,
Portland, Oregon.

Dear Sir:

We have your letter of July 24th requesting an extension of time on your contract No. 1514 - Sheridan Street-Portland City Limits Section in Multnomah County, to October 31, 1934.

Please be advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Kindly secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST OFFICE BUILDING
PORTLAND, OREGON

July 17, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 12 regarding the proposed modification of the project agreement for Oregon U.S. Public Works project NRM 203-A.

Even though you intend to voucher the landscaping separately, it is necessary that all work on the project be included in one estimate, but it is our understanding that it is not necessary to divide the landscaping work to conform with the various types of roadwork.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

June 12, 1934

Mr. W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the copies of project agreement estimate for landscaping work on the Sheridan Street-West City Limits Section, Project No. NRM 203-A, which copies were returned by you with the statement that the work must be included in the estimate for roadwork and bridges on the project.

This point was discussed with your office by phone at the time of submitting the P. S. & E. papers, it being our idea at that time that it would be necessary to include all work on the project in one estimate and that it would be necessary to divide the landscaping work to conform with the various types of roadwork. However, your suggestion was to submit a separate estimate for the landscaping work and to voucher that work separately, and the estimates were so prepared.

As your letter makes no comment concerning the various types of roadwork, will you please advise this office if it will be necessary to break down the landscaping estimate to conform to each of the roadway types.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

June 11, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of June 7, enclosing six copies of a project agreement estimate for landscaping on Oregon U.S.Public Works project NRM 203-A, Sheridan Street-West City Limits section of the West Side Pacific Highway.

As the estimate shows only the landscaping items, we are returning all copies. This work cannot be covered by a separate agreement, but must be included in the present NRM agreement. The estimate for a modification of the agreement should show the paving, landscaping and bridge items and quantities. If you should wish to voucher this part of the project separately, will you please advise us.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

[illegible]ALDOCK

203-a

Cost Data to June 15, 1934 July 11, 1934

West Side Pacific Highway, Sheridan St. Portland City Limits, Section. Paving and Surfacing Contract 1514, Prefix 26 PA
Harold Blake Contractor, F.T.Young Res. Const. Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earning
Excavation Single Class	6041.97	18309 cu yds	0.33	0.25	4577.25
Gravel Cushion	4803.44	4952 " "	0.97	1.20	5942.40
Portland Cement Concrete	70591.78	49510 sq yds	1.42	1.71	84662.10
Extra Concrete	226.70	30.32 cu yds	7.47	8.06	244.38
Expansion Joint	661.80	3680 li ft	0.18	0.14	515.20
Contraction Joint	626.67	25620 " "	0.024	0.015	384.30
Dowels	541.43	2632 only	0.205	0.15	394.80
Tie Bars & Rein forcing	901.86	20797 lbs	0.043	0.04	831.88
Base Course Shoulder & Surf	7706.40	6422 cu yds	1.21	1.14	7321.08
Top " " " "	2348.43	1844 " "	1.27	1.40	2581.60
P.A.#4 Haul on Excavation	1015.45	8534 yd mi	0.118	0.17	1450.78
P.A.#3 Slide Excavation	2142.66	5494 cu yds	0.39	0.42	2307.48
P.A.#1 Washout Fill Gravel	1352.70	1670 " "	0.81	0.85	1419.50
Force Account Work	2574.83				2574.83
	101536.10				115207.58
Less Deduction for Cement Saved	1281 Bbls	@ 2.15			2745.15
					112453.43

Gross Earnings	112453.43
Total Cost	101536.77
Net Profit	10916.66

Net Profit equals 10¾ % on Cost

Cost Data T[illegible] June 15, 1[illegible] 11 1934
West Side Pacific Highway, Sheridan [illegible] Portl[illegible] City Limits Se[illegible]ion [illegible]ving & Surfacing
Contract 1514, Prefix 26 PA
Harold Blake Contractor, F.T.Young Res. Const. Engineer.

Labor	19640.46	
Labor	3099.09	
Supervision (Includes Frank Penepacker 4 mo @ 300.00)	641.86	
State Industrial Acc Insurance		23381.41

Materials					
Concrete Sand	3910 cu yds	@	1.00 Del	3910.00	
CConcrete Gravel 1/4 to 1"	4253 " "	@	1.00 "	4253.00	
Concrete Gravel 1" to 3"	4252½ " "	@	1.00 "	4252.50	
Portland Cement	14227¾ bbls	@	2.15 "	30589.66	
1" Expansion Joint	3680 li ft	@	0.135	496.80	
1/4" x 2" Contraction Joint	25700 " "	@	0.0148	380.36	
1/2" x 2" " "	22350 " "	@	0.0228	509.80	
Dowels	2632 only	@	0.15	394.80	
Tie Bars & Reinforcing	20797 lbs	@	0.033	686.30	
Gravel Cushion	4952 cu yds	@	0.75	3714.00	
Base Course Shoulder & Surf	6422 " "	@	1.00	6422.00	
Top " " " "	1844 " "	@	1.00	1844.00	
River Run Gravel	1670 " "	@	0.75	1252.50	
Brick Common	500 only	@	0.031	7.75	
Man Hole Cover	1 "	@	8.50	8.50	
6" Concrete pipe	171 li.ft	@	0.35	59.85	
8" Drain Tile"	650 " "	@	0.19	123.50	
6" " "	525 " "	@	0.13	68.25	
4" " "	60 " "	@	0.11	6.60	
6" Sewer Pipe	2 " "	@	0.21	0.42	58980.59

Equipment Rentals and Misc	7452.23	
Equipment Rentals	2793.22	
Gas Oil and Grease (Trucks not included)	2025.61	
Repairs on owned and rented equipment	729.39	
Small Tools	524.29	
Misc. Supplies and Misc	2652.18	
Truck Rentals not including hauling aggrigate		
(Includes Gas oil & grease)	109.20	
Tarps to cover cement	1125.35	
Form Lumber	753.53	
Misc Expense	759.00	
Pipe Rental	250.00	
Move in move out 70%		19174.10
		101536.77
Grand Total		

Cost Data to June 15, 1934 July 11, 1934

West Side Pacific Highway, Sheridan St.Portland City Limits Section, Paving and Surfacing
Contract 1514, Prefix 26 PA
Harold Blake Contractor, F.T.Young Res. Construction Engineer.

Remarks;

This job was started in October 1933 and is now about 82% completed

Four Foot Asphaltic Concrete middle strip, Bridge Connections and Oiling of unpaved po portions of roadway remain to be done.

All Cushion Gravel, Base Rock, Top Rock and Mineral Aggregate, were delivered from Curry Street Gravel Plant nine tenths mile from job. This plant is owned by Harold Blake.

Seventeen days, of the forty five days between the beginning and completion of Portland Cement Concrete, were too wet for laying pavement.

Seven intersecting cross streets crossings,and eight fills to be left unpaved, and two canyons with incompleted bridges, delayed progress and increased cost.

49,510 sq yds of Portland Cement Paving were mixed and laid in $272\frac{3}{4}$ hrs of operating time or an average of 178.7 sq yds per hour.

Good organization and equipment made the actual laying of Concrete pavemant economical.

Both Oregon and Santa Cruz Cement were used on this job, the Santa Cruz probably to help swing the job of pouring the new storage bins for that Company.

E.H.Clymer
By Ross C. Miles

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. NRM 203-A

June 14, 1934

RECEIVED
JUN 15 1934
DIVISION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Hwy 19928

Form P. R. 2

State Oregon

U. S. Public Works Project No. NRM 203, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of March, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 26th day of August, 1933, a project statement, which was approved by the Secretary on the 19th day of September, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 20th day of September, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred thirty-eight thousand, two hundred eighteen and 20/100 dollars ($238,218.20) as the share of the United States payable under said act on account of Section A of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act. (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station -0+20.9 at the intersection of Fourth Street and Sheridan Street in Portland, and survey station 167+00 at the West city limits of Portland, near the intersection of S.W. Barbur Boulevard, and S.W. 13th Street (excepting therefrom those portions between survey stations 9+65 and 10+04, 23+62 and 24+02, 28+86 and 29+83, 35+26 and 35+94, 40+20 and 43+28, 48+21 and 48+73, 52+55 and 53+10, 54+80 and 55+69), length 3.025 miles, in Multnomah County, being Section A of Oregon U.S. Public Works project No. NRM 203, consisting of 2.871 miles of roadway and 2 bridges, each of more than 20 feet clear span, 0.154 of a mile in length. known locally as the Sheridan Street - West City limits section of the West Side Pacific Highway, Fourth Street entrance, Portland.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Se

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of two hundred thirty-eight thousand, two hundred eighteen and 20/100 dollars ($ 238,218.20), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($ is~~ ~~)~~ the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. ~~The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner hereinset forth, to wit:~~ (Include reference to statute authorizing funds and probable amount annually available)

Maintenance of the project will be by the City pf Portland, pursuant to its agreements of October 3 and December 10, 1933, with the Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ..4.... of said project shall not in any event exceed the sum of two hundred thirty-eight thousand, two hundred eighteen and 20/100 .... dollars ($ 238,218.20....), certified to the Secretary of the Treasury as above mentioned, which ~~does~~

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 1st day of June, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ....

Chairman, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By Washburn

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

By ....
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRM 203-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $238,218.20 as the total estimated cost of said project, and the sum of $238,218.20 as the share of the United States, payable under said acts on account of such project, which [illegible] is said total estimated cost.

Done at the city of Washington, this 1st day of June one thousand nine hundred and thirty-four

Secretary of Agriculture
~~S[illegible]~~

By P St J Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

FORM B-B-1 14733 1500 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 5, 1934.

Hoffman Construction Co.,
715 S. W. Columbia Street,
Portland, Oregon.

NOTED
State Highway Engineer

Gentlemen:

Receipt is acknowledged of your communication of June 4, in which you inform this office that the longshoremen's strike has caused the creosoting plant at St. Helens to shut down.

If and when it becomes necessary for you to ask for an extension of time for your contract on the Vermont Street and Newbury Street viaducts, we shall, of course, be glad to take this into consideration.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc Mr. Baldock

203-a

June 15, 1934

Mr. H. G. Smith
Construction Engineer
OFFICE

Dear Sir:

I am transmitting herewith copy of a letter signed by George W. Buck, Multnomah County Roadmaster, with reference to the grade change on the Slaven Road at the point where it intersects Southwest Barbur Boulevard.

Please request Mr. Chandler or Mr. Eason to arrange for the construction of a detour causing the least obstruction to traffic. At the same time they can agree upon the change in grade necessary to affect the desired improvement.

Yours very truly,

RHB:MC

State Highway Engineer

cc - W. E. Chandler
F. D. Eason

OFFICE OF THE ROADMASTER
601 COURT HOUSE

MULTNOMAH COUNTY
PORTLAND, OREGON

GEO. W. BUCK
ROADMASTER
COUNTY ENGINEER

June 12, 1934.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

When we made up the agreements with reference to the Fourth Street line, I am sure that none of us anticipated the County doing any of the work inside of the City, but the contracts as drawn undoubtedly have got us hooked on this work and we will therefore live up to the agreement.

I would appreciate it if your engineer would contact me so that we can arrange a plan of construction that will cause the least obstruction to the traffic, as the Slavin road is the main truck entrance into the City of Portland.

Very respectfully,

Geo W Buck
Roadmaster.

GWB:O

203-a

June 11, 1934.

Mr. Geo. W. Buck,
County Roadmaster,
Portland, Oregon.

Dear Sir:

Under the terms of the Fourth Street agreement, Multnomah County is obligated to prepare the grade for the highway across the Slaven road, as well as to do such reconstruction of the Slaven road as you deem necessary for the public interest.

We anticipate that the contractor will have finished with Fourth Street(except the bridges), within the next two weeks and the connection to the Slaven road can be conveniently made at that time. There is some rock excavation at this crossing for which the paving contractor is not equipped and can only do at an excessive cost, therefore some saving can be effected if you do this in connection with the other readjustment of the Slaven road.

If you are not prepared to do this at the present time we can arrange with our contractor to do such work as is necessary to lay the pavement across the intersection and make a steep temporary connection. This expense will of course be deducted from the amount owing you on Fourth St. I suggest however that you arrange to make the entire Slaven road readjustment immediately and that we co-ordinate our paving to your progress.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

CC to
Wm. E. Chandler
F. D. Mason
F. T. Young

June 7, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of project agreement estimate for landscaping of the Sheridan Street-West City Limits Section, Project No. NRM 203-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

JWN:GS

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 203-A

SHERIDAN STREET-WEST CITY LIMITS SECTION OF THE WEST SIDE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement for landscaping work. Based on estimated costs of state force work).

Salem, Oregon, June 4, 1934.

Materials:

Plants, - Trees, shrubs and vines required as per planting plans	$ 2,149.17	
Fertilizer, - Sheep guano, not sterilized (or equivalent)		
30 tons at $16.00 del.	480.00	
Peat Moss		
200 Bales at $1.50 del.	300.00	
Tree Stakes, (2" x 2" x 8')		
356 only at $0.10 del.	35.60	
Miscellaneous	25.00	
		$ 2,989.77

Equipment:

Truck Rentals:		
2 Trucks at $7.00 per day - 33 days	$ 462.00	
Small Tools, etc.	200.00	
		$ 662.00

Labor:

Grading and Leveling Work		
2.9 miles at $250.00	$ 725.00	
Planting Trees, Shrubs and Vines		
356 trees at $0.60 per tree	213.60	
6,030 shrubs at $0.40 per shrub	2,412.00	
12,925 Shrubs at $0.20 per vine	2,585.00	
		$ 5,935.60

Superintendence:

1 Planting Foreman	at $125.00 per mo. – 2 mo.	$250.00	
1 Nursery Foreman	at 125.00 " " – 2 "	250.00	
1 Layout Man	at 125.00 " " – 2 "	250.00	
			$ 750.00

Operation of Trucks

2 Truck Drivers at $4.00 per day – 33 days	264.00
Sub-total................	$10,601.37
10% Engr. & Cont........	1,060.13
Total................	$11,661.50

Length of Roadway	2.871 miles
Cost per mile	$4,061.82

National Recovery Municipal Funds Requested........................ $11,661.50

Funds for Maintenance City of Portland, - Resolution February 21, 1934.

R-203-A

May 21, 1934

Mr. L. G. Apperson
City Engineer
Department of Public Works
Portland, Oregon

Dear Sir:

Responding to your communication of April 27, relative to paving on Southwest Barbur Boulevard, our contract stated that we would pave Barbur Boulevard. We were unable to pave all of the section because the fills that had been constructed by you were not in satisfactory condition for pavement; therefore, in order to carry traffic pending proper settlement, we have macadamized and constructed a 2-inch oil mat surfacing. This can probably be maintained satisfactorily at a nominal expense until such time as the fills are properly settled.

It may be decided to place a wearing course of asphaltic concrete rather than to take up this foundation and replace with Portland cement concrete. That matter, of course, will be left for future conditions to determine. In the meantime, I think that under these circumstances the State could well request the City to maintain the entire section.

Very truly yours,

State Highway Engineer

RHB:HI

TT, CHAIRMAN, PORTLAND
WASHBURNE, EUGENE
. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 16, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

In regard to the attached letter of City Engineer Apperson, regarding the macadamization of certain fills on Fourth St., I beg to advise that our contract provides that this road should be surfaced with an adequate pavement 40' in width. No mention is made of the kind or type of pavement, but I believe it was generally understood that either Portland Cement or a bituminous mixed pavement would be used, therefore I think it extremely inadvisable to attempt to claim that bituminous macadam would fulfill our contract. We are, however, willing and ready to fulfill our contract but the city has not constructed the fills in a manner to receive pavement, nor have they built the grade at the slide adequate for pavement, therefore a temporary substitute must be used.

For this reason I believe that the obligation to maintain the bituminous macadam clearly rests with the City since we are deferring the pavement only until the fills are compacted and are able to open the highway several years before it could have been otherwise possible.

Yours very truly,

H G Smith

H. G. SMITH,
Construction Engineer.

HGS/H

L. G. APPERSON
CITY ENGINEER

D

RKS

Refer to Smith ✓

Salem, Oregon.

Dear Sir:

In re: Exchange of work by State Highway Department and City of Portland on S.W. Barbur Blvd. contract.

On April 26, 1934, the City Council approved of your communication of April 11, 1934 in regard to the exchange of work by the Highway Department and the City of Portland in connection with the S.W. Barbur Boulevard contract. A copy of your letter is attached hereto.

I would appreciate a letter from you confirming our conversation of recent date in which you stated that the State would complete the paving under Mr. Blake's contract on all of the solid ground and that you would macadamize and oil the portions on the fills and maintain same until such time as the fills have become sufficiently settled so that they may be paved and completed in the same manner as the balance of the highway.

Yours very truly,

ORMOND R. BEAN

COMMISSIONER OF PUBLIC WORKS

By L. G. Apperson
CITY ENGINEER

LGA CH
Encl.

REFERRED TO
Probert
By State Highway Engineer

Does such procedure conform to our contract?

R. BEAN
COMMISSIONER

FRANKLIN L. DAVIS
CHIEF OF OPERATIONS

L. G. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS

April 27, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In re: Exchange of work by State Highway Department and City of Portland on S.W. Barbur Blvd. contract.

On April 26, 1934, the City Council approved of your communication of April 11, 1934 in regard to the exchange of work by the Highway Department and the City of Portland in connection with the S.W. Barbur Boulevard contract. A copy of your letter is attached hereto.

I would appreciate a letter from you confirming our conversation of recent date in which you stated that the State would complete the paving under Mr. Blake's contract on all of the solid ground and that you would macadamize and oil the portions on the fills and maintain same until such time as the fills have become sufficiently settled so that they may be paved and completed in the same manner as the balance of the highway.

Yours very truly,

ORMOND R. BEAN

COMMISSIONER OF PUBLIC WORKS

By L. G. Apperson
CITY ENGINEER

LGA CH
Encl.

REFERRED TO
Probert
State Highway Engineer

Does such procedure conform to our contract?

OREGON STATE HIGHWAY COMMISSION
SALEM

April 11, 1934

File 145715
S.W. Barbur Blvd.

Mr. L. G. Apperson,
City Engineer,
Portland, Oregon.

Dear Sir:

The Fourth Street project has been inspected and accepted subject to the following corrections and adjustments.

1 - A large spring at the S.W. corner of Hooker and 4th Street should be directly tapped into the catch basin. It now runs across the pavement and was the contributing cause of the washout of the Sheridan Street fill.

COPY

2 - Slides and slip outs to the amount of 8,000 cubic yards must be moved before completion of the surfacing at an estimated cost of:

8,000 Cu.Yds. at $.40 - - - - - - - - $3,200.00

3 - After letting the pavement contract we found that an additional 12,000 Cu.Yds. of excavation had to be removed to lay the pavement in conformity with the established curbs. This is a grading obligation and is estimated to cost 12,000 Cu.Yds. at $.40 - - - - - - - - $4,800.00

In addition to the obligations of the city under the contract we find that you have laid pavement which will reduce our expense by the following amount:

3,235 Sq.Yds. of Concrete Pavement	at	$1.71 - -	$5,531.85
Dowels, Tie Bars and Exp. Joints	"	.04 - -	124.80
71 Sq.Yds. Asphalt Pavement	"	1.13 - -	80.23
832 Lbs. Extra tie bars	"	.04 - -	33.28
			$5,770.16

Realizing that you are handicapped by lack of maintenance funds on Fourth Street this year, we are recommending to the Commission that this credit of $5,770.16 be accepted in full payment for the $8,000 worth of work, which we consider the city obligated for under items 2 and 3., this will return the obligation to the original status called for in the contract, and vouchers in accordance with the amounts of the original agreement have been authorized by the Commission and will be sent to the Secretary of State as soon as the right of way audit has been completed and found satisfactory.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By (Signed) H. G. Smith
Construction Engineer

COPY

[illegible] 1M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

903.x

OREGON STATE HIGHWAY COMMISSION

SALEM

May 5, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Bishop,
Maintenance Engineer,
Office.

Dear Sir:

Harold Blake has requested permission to construct the B-2 on the unpaved portions of the Fourth St. extension in Portland and we are desirous of comparing his prices with the cost of doing the work by State Crews, and consequently am requesting an estimate of cost from you for the following:

Mineral Aggregate in place	1760	Cu. Yds.	at	- -
Gasco No. 2 in Place	145	Tons	"	- -
Light cut back in seal	20	"	"	
No. 3 Road Oil in place (Alt.)	125	"	"	- -

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

Form 5-44 10763 10M 2-24

[redacted]

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

-03-a

OREGON STATE HIGHWAY COMMISSION

SALEM
April [illegible], 1924.

IN REPLY PLEASE
REFER TO FILE NO.

The Hoffman Construction Company,
715 E. Columbia St.,
Portland, Ore.

Dear Sir:

I have examined the tests of the concrete cylinders for the Fourth St. pavement between the Newbury and Vermont Sts. bridges.

I find that it will be impossible for you to use this pavement for at least two weeks. I have instructed Mr. Finkbiner, testing engineer and Mr. Young, Resident Engineer to keep close track of the tests for this section and permit you to use it as soon as possible.

There is no possibility that this will be strong enough before 21 days after it has been laid and it may take the full 28 days.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓
N.M. Finkbiner
F. T.Young

FORM 8-A-1 13763 16M 8-34
Commissioners
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 27, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Harold Blake,
400 N. Thompson St.,
Portland, Ore.

Dear Sir:

Consideration has been given to your offer to oil the graveled section on the Fourth Street Project, and we will be willing to enter into a price agreement with you for this additional work, if you can quote us an equitable price. We had contemplated eventually doing this by state forces as we did not want to overload the original job by too many types of construction, but since you are equipped to do oiling we are willing to modify the gravel surfacing and construct a B-2 bituminous macadam on the surfaced section. But in doing this we wish to eliminate a portion of the top course surfacing and use only 1" instead of 3" as specified, which will eliminate 1,000 Cu. Yds. of top course surfacing.

The quantities on the B-2 are as follows:

21,100 Sq. Yds. B - 2

1½" - 3/4"	Cr.	Gravel-	1040	Cu. Yds.
3/4" - ½"	"	"	210	" "
½" - ¼"	"	"	350	" "
¼" - 0"	"	"	160	" "
No. 3 Oil			125	Tons
Light Cut Back			20	"

You should therefore consent to the modification of the top course surfacing and quote on the following amounts:

Mineral Aggregate in Place	1760 Cu. Yds.	at	$ - - -
Road Oil in Place	125 Tons	"	- - -
Emulsified or Cut Back	20 "	"	- - -
Asphalt in Seal Coat Tar in Place (alternate)	125 Tons	"	- - -

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

[illegible] 13743 10M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 11, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. L. J. Apperson,
City Engineer,
Portland, Ore.

Dear Sir:

The Fourth Street project has been inspected and accepted subject to the following corrections and adjustments.

1 - A large spring at the S.W. corner of Hooker and 4th Street should be directly tapped into the catch basin. It now runs across the pavement and was the contributing cause of the washout of the Sheridan Street fill.

2 - Slides and slip outs to the amount of 8,000 cubic yards must be moved before completion of the surfacing at an estimated cost of:

8,000 Cu. Yds. at $.40 - - - - - - $3,200.00

3 - After letting the pavement contract we found that an additional 12,000 Cu. Yds. of excavation had to be removed to lay the pavement in conformity with the established curbs. This is a grading obligation and is estimated to cost 12,000 Cu. Yds. at $.40 - - - - - - $4,800.00

In addition to the obligations of the city under the contract we find that you have laid pavement which will reduce our expense by the following amounts

3,235 Sq. Yds. of Concrete Pavement	at $1.71 - -	$5,531.85
Dowels, Tie Bars and Exp. Joints	" .04 - -	124.80
71 Sq. Yds. Asphalt Pavement	" 1.13	80.23
832 Lbs. Extra tie bars	" .04	33.28
		$5,770.16

Realising that you are handicapped by lack of maintenance funds on Fourth Street this year, we are recommending to the to the Commission that this credit of $5,770.16 be accepted in full payment for the $8,000 worth of work, which we consider the city obligated for under items 2 and 3., this will return the obligation to the original status called for in the contract, and vouchers in accordance with the amounts of the original agreement have been authorized by the Commission and will be sent to the Secretary of State as soon as the right of way audit has been completed and found satisfactory.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓
S. H. Probert

FORM 8-A-4 1000 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 4, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. Wm. E. Chandler,
Division Engineer,
Office.

Dear Sir:

The City of Portland, thru its City Engineer L. G. Apperson, has requested that the State Highway Commission complete its part of the so-called three party agreement executed on November 2, 1932, relative to the financial cooperation on the improvement of the Fourth Street extension. The obligation of the State of Oregon in connection therewith consists of the following:

A - Designate 4th Street as the route of the West Side Pacific Highway.

B - Construct a 40' pavement, trestles and viaducts where necessary and provide rock shoulders for pavement.

C - Co-operate on the cost of Grading to the extent of $80,000.00

D - Provide a sum not to exceed $27,500 for construction of retaining walls.

E - Provide a sum not to exceed $51,900.00 for construction and reconstruction of sewers, water mains, pavement, curbs, and walks on intersecting streets, etc.

F - Provide a sum not to exceed $34,000 to pay for work done by the City in the construction and installation of drainage facilities, including sewers, manholes, curbs, drop inlets, catch basins, etc.

G - Reimburse the City for pavement constructed by them at street intersections, in amount of (actual expenditures) of $5,584.23

The total sum of money for which the state is obligated to pay the City of Portland per this agreement, (payment contingent that the city first complete certain obligations contained therein and

and outlined below) is $183,500.00 plus an amount for reimbursement to the city for paving of street intersections of $5,564.23, making a grand total of $189,064.23, of which amount the sum of $18,727.43 was paid in 1932, leaving a balance due the city at this date of $170,336.80.

The obligations which were assumed by the City of Portland in this agreement are as follows:

A - Provide a 100 ft. right of way throughout the entire section to the City Limits.

B - Prepare grade and reconstruct cross streets

C - Construct Rock Walls to save cut banks

D - Reconstruct all street surfaces and sidewalks disturbed

E - Legally dedicate as a City Street

F - Maintain highway after construction

G - Reconstruct driveways and construct rock walls

H - Provide all necessary engineering

I - Provide all drainage facilities, sidewalks, curbs.

It will be necessary before the payment is made of any more funds to the city that an inspection of the premises be made to determine whether or not the city has complied with all of the provisions of their agreement. Will you therefore please make this inspection at your earliest convenience and submit a report to this office of your findings.

It is requested that you check up on the matter of right-of-way, especially over the property of the Jewish Shelter Home. There has been some discussion and pleading by the City officials to the Highway Commission, to compromise on a lesser width of right of way thru this property than that specified in the agreement, which request we understand has been denied.

We will appreciate receiving your report at an early date so that if favorable payment may be made to the City of Portland without delay.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. M. Hackett
H.

CC to
R. H. Baldock
J. M. Devers
S. H. Probert

203-a

March 30, 1934

F. W. Peters, Assistant Cashier
The First National Bank of Portland
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of March 29 authorizing the State Highway Commission to make payment direct to the Salem branch of The First National Bank of Portland of all claims of the City of Portland which have been assigned to your Bank.

We shall be pleased to comply with your request.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

c.c. G. M. Yeager : Please note the above and govern your actions accordingly.

HBG

NOTED
[illegible]
G. M. YEAGER

NO.1553

THE FIRST NATIONAL BANK

OF PORTLAND

PORTLAND, OREGON

March 29, 1934

State Highway Commission

Salem, Oregon

Gentlemen:

This will be your authority to make payment direct to our Salem Branch of all claims of the City of Portland, against yourselves which have been assigned to this bank.

Very truly yours

T. W. Peters
Assistant Cashier

awl.rm

NOTED
MAR 31 '34
[illegible] YEAGER

203-a

March 26, 1934

Mr. Geo. W. Buck
Multnomah County Roadmaster
601 Courthouse
Portland, Oregon

Dear Sir:

Responding to your communication of March 23 making inquiry as to when the State will proceed with the surfacing of the Fourth Street Extension of the West Side Pacific Highway, this project was not included in the present program for expenditure of federal funds.

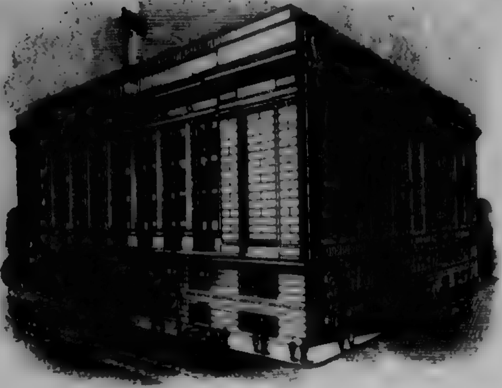
However, at the present time there seems to be a very good prospect for securing additional federal funds and I assure you that I will recommend the selection of this project to the Highway Commission because of its very great importance. In the event that there are no additional federal funds forthcoming, there is a possibility of small savings of federal funds from the present program which, when added to a small amount of state funds, might be enough to complete the job.

You may rest assured that this matter will be given careful consideration and I will keep it in mind at all times and keep the State Highway Commission advised with relation to the situation. I know they are very anxious to complete the improvement as soon as possible in order to relieve the traffic from the Tualatin Valley Highway and to take advantage of the present improvements. Of course, you know that I am not able to make you any definite promises, as the allocation of these funds will have to be made by the Highway Commission.

Very truly yours

State Highway Engineer

RHB:HI



OFFICE OF THE ROADMASTER
601 COURT HOUSE

MULTNOMAH COUNTY
PORTLAND, OREGON

GEO. W. BUCK
ROADMASTER
COUNTY ENGINEER

March 23, 1934

State Highway Commission,
Salem, Oregon.

Gentlemen:

Now that the County has completed the grading of the new West Side Pacific Highway, more commonly known as the Fourth Street Extension, the Board of County Commissioners will appreciate your giving them any information possible as to when the State will proceed with the surfacing of the road.

Very respectfully,
Geo W Buck
Roadmaster

GWB:BO

203-a

March 23, 1934

City of Portland
City Hall
Portland, Oregon

Attention of Mr. R. E. Riley, Commissioner of Finance

Gentlemen:

I am enclosing State Highway Fund Voucher in the sum of $55,005.57 to reimburse the City of Portland for expenditures incurred in connection with the Fourth Street Project during the period of July 20, 1933 to January 30, 1934 in accordance with the agreement between the State and the City of Portland, dated November 2, 1932, said voucher being identified as Invoice No. 13.

You will note that the voucher has been signed by the State Highway Commission, thereby meeting the legal requirements with respect to the payment thereof; therefore, we have no reason to believe that it will not be honored by the Secretary of State if presented to him in the usual manner.

It is our understanding that you wish to assign this voucher to one of the Portland banks in order to obtain a loan with which to pay the contractors who performed the work for you on this job. For your convenience in making such assignment, we have attached to the voucher one of our assignment of claim forms. The name of the assignee has been left out because we do not know to which bank the assignment is to be made. Will you kindly fill this in? Please also see that the assignment is not detached from the voucher when the voucher is returned to this office for payment.

We wish it clearly understood that the voucher is the property of the State Highway Commission and is to be returned to this office as soon as the conditions set forth in the Fourth Street agreement have been complied with to the satisfaction of that Commission.

Very truly yours,

Secretary

HBG:AJ
cc L. G. Apperson, City Engineer
Mr. Yeager

FORM 2-B-1 12632 500 12-33

COMMISSIONERS
L[illegible] SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

2n3a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

March 20, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith,
Construction Engineer
Office.

Dear Sir:

From an examination of the City-County-State agreement for the 4th Street construction work in Portland, it appears to have been the intent of all parties concerned, that the City, in addition to clearing, grubbing and grading the highway, was to grade and pave the street intersections, place curbs and care for drainage requirements. For the performance of their part of the agreement the State paid a definite and stated sum. The agreement further sets out the State's obligation to consist of paving with a hard surface pavement 40 feet in width over the length of the project.

It now appears that the City, in performing their part, and in the expectation that the State might not do the paving work for several years, paved the street intersections across the highway in all cases, and an entire block intervening at one particular place. This pavement constructed by the City within the center 40 feet of the 4th Street Highway aggregates a total of 3,120 square yards, and diminishes by that amount the obligation of the State.

I have discussed this matter with Mr. Devers and he informs me that the above interpretation conforms with the intent of the parties who framed the agreement, and that the amount of pavement laid by the City, which forms a part of the 40 foot highway, is a just and proper claim on the part of the City against the State. With this in mind, I am hereinafter setting forth the various items and amounts of work performed by the City for which they should receive credit in their final settlement with the State:

March 20, 1934.

Mr. H. G. Smith - #2.

WORK PERFORMED BY CITY AT STATE'S CONTRACT PRICES.

3,120 square yards concrete pavement at $1.71	$5,335.20
Dowels) Tie Bars (Expansion Joints) Contraction Joints (- - - - at 0.04 per sq.yd.	124.80
71 square yards asphalt pavement in center strip at 1.13	80.23
600 pounds extra tie bars at cross streets at 0.04	24.00
	$5,564.23

Yours very truly,

F. D. Eason

F. D. EASON
Assistant Division Engineer.

FDE:ZR

cc Mr. J. M. Devers
Mr. Wm. E. Chandler

FORM 3-A-1 10161 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

203 a

March 8, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer
Office.

file

Dear Sir:

In regard to the bids received for trees, shrubs, etc., for use in landscape work on the Sheridan Street-South City Limits section of the West Side Pacific Highway, may I state that in all cases, except where there were tie bids, low bids have been accepted. Decision of the tie bids has been made in conjunction with the engineer by the competing firms. Mr. Thompson has in his files letters from these firms confirming their release of certain articles and acceptance of responsibility of others. The following is a list of the tie bids and their awards:-

10	66	Cornus alba sibirica	Doty & Doerner, Inc.
17	56	Forsythia intermedia spectabilis	Wm. V. Miller
25	61	Lonicera tatarica alba	J. B. Pilkington
30	22	Rhododendron (Pink Pearl)	Doty & Doerner, Inc.
42	25	Syringa vulgaris	Portland Wholesale Nursery Company
50	15	Acer platanoides	Vida Stevens (8), Doty & Doerner, Inc. (7)
57	15	Liriodendron tulipifera	Milton Nursery Co.
62	41	Ampelopsis tricuspidata	Milton Nursery Co.
69	84	Lonicera japonica halliana	J. B. Pilkington
75	32	Rosa (Paul's Scarlet)	Portland Wholesale Nursery Company
76	5	Lonicera pileata	Doty & Doerner, Inc.

Where the nurserymen could not agree on releasing or accepting responsibility of the tie bids, samples were called for and the decision made by the engineer on the merits of the material.

Sincerely yours,

Saml H. Boardman

Parks Engineer.

DET:ZR

FORM 2-8-1 15456 8SP 5-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

203-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

February 26, 1934.

IN REPLY PLEASE REFER TO FILE NO.
26 PA
110-1F-26

Mrs. Alfred H. Kruger,
40[illegible] S.W. Barbur Blvd.,
Portland, Oregon.

Dear Madam:

Your letter of February 24th came to the office this morning, and note your statement regarding the City Engineer not having been informed as to our position at the time you received my letter of February 23rd.

The Secretary of our State Highway Commission, Mr. Glaisyer, mailed to Mr. Apperson, City Engineer, on February 21st the items which we would recommend in this permit. Also in that letter he stated that the City of Portland would issue the permit.

I am sure Mr. Apperson has gotten in touch with you by this time and you will be free to go to work.

I hope there will be no further delay.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

WEC:ZH

cc Mr. H. B. Glaisyer
Mr. F. D. Eason

February 26, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We have your letter of February 21st, relative to the roadside planting project on the Fourth Street Extension in the City of Portland, Project No. NRM 203-A.

Such of the planting as is outside of the 100-foot right of way is either within the limits of the ~~state~~ city park which adjoins the highway at the north end or within the limits of excavation and embankment slopes for which slope easements have been obtained by the City of Portland. No planting is to be done on privately-owned property, except where such easements have been secured.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 21, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon U.S.Public Works project No. NRM 203-A. We are advised by the Washington Office that the plans and specifications for landscaping are satisfactory. They point out, however, that it appears that some of the planting is to be done outside of the right of way limits. When this occurs a planting easement should be secured in each case.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr.Highway Engineer

January 18, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany landscaping plans for the Sheridan Street-City Limits Section of the West Side Pacific Highway, Project No. NRH 203-A.

Five sets of blueprint plans and five copies of specifications are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Rash/HR

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 208-A

SHERIDAN STREET-WEST CITY LIMITS SECTION
OF THE WEST SIDE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany landscaping plans. Not as basis for project agreement.)

Salem, Oregon, January 18, 1934.

Materials:

Plants, - (Trees, shrubs and vines required as per planting plans and plant order list with specifications)	$3,630.88	2,118.26	
Fertilizer, - Sheep guano, not sterilized (or equivalent) 30 Tons at $16.00 per ton, delivered	480.00		
- Finely Ground Peat Moss 200 bales at $1.50 " " "	300.00		
Tree Stakes, - (2"x2"x8') 356 only at $0.10 delivered	35.60		
Miscellaneous	25.00		
			$4,471.48

Equipment:

Truck Rentals, 2 Trucks at $7.00 per day - 33 days	$ 462.00	
Small Tools, etc.	200.00	
		$ 662.00

Labor:

Grading and Leveling Work 2.9 miles at $250.00	$ 725.00	
Planting Trees, Shrubs and Vines 356 trees at $0.60 per tree	213.60	
6,030 shrubs at $0.40 per shrub	2,412.00	
12,925 vines at $0.20 per vine	2,585.00	
		$5,935.60

Superintendence

1 planting foreman at $125.00 per mo. - 2 mo. $250.00
1 nursery " " 125.00 " " 2 " 250.00
1 layout man " 125.00 " " 2 " 250.00

$ 750.00

Operation of Trucks

2 Truck Drivers at $4.00 per day - 33 days $264.00

264.00

Sub-total $12,083.02
10% Mngr. & Cont. 1,208.30

Total $13,291.32

Length of Roadway 2.871 miles
Cost per mile $ 4,629.50

National Recovery Municipal Funds Requested: $ 13,291.32

PLANT LIST AND ESTIMATE OF COST

Quantity	Botanical Name	Common Name	Size	Unit Price	Amount
600	Abelia grandiflora	Glossy Abelia	2-3' B-B	$0.50	$ 300,00
180	Acer circinatum	Vine Maple	4-5'	0.90	162.00
98	Berberis thunbergi	Japanese Barberry	2-3'	0.25	24.50
423	Calluna vulgaris	Scotch Heather	9/12"	0.30	126.90
17	Caragana arborescens	Siberian Pea Tree	3-4'	0.80	13.60
23	Caragana frutex	Russian Pea Tree	12/24"	0.35	8.05
22	Caryopteris incana	Common Blue beard	18/24"	0.35	7.70
18	Ceanothus (Hybrid)	Gloire de Versailles	12/18" B-B	0.75	13.50
38	Ceanothus velutins	Mountain Balm	3-4'	0.50	19.00
66	Cornus alba sibirica	Coral Dogwood	3-4'	0.25	16.50
35	Corylus rostrata	Beaked Hazelnut	4-5'	0.30	10.50
114	Cotoneaster horizontalis	Rock Cotoneaster	15-18" Sp. B-B	0.60	68.40
9	Cotoneaster simonsi	Simons Cotoneaster	3-4' B-B	0.35	3.15
125	Cydonia japonica	Flowering Quince	2-3'	0.40	50.00
718	Cytisus scoparius	Scotch Broom	2-3'	0.50	359.00
6	Elaegnus angustifolia	Russian Olive	4-5'	0.75	4.50
36	Forsythia intermedia spectabilis	Showy Border Forsythia	3-4'	0.30	10.80
44	Hamamelis vernalis	Vernal Witch-hazel	2-3'	2.00	88.00
84	Hamamelis virginiana	Common Witch-hazel	2-3'	0.50	42.00
69	Holodiscus discolor	Rock Spirea	2-3'	0.20	13.80
48	Kerria japonica	Kerria	3-4'	0.35	16.80
55	Laburnum vulgare	Golden Chain	6-8'	0.60	33.00
24	Ligustrum amurense	Amur privet	2-3'	0.35	8.40
71	Lonicera fragrantissima	Winter Honeysuckle	2-3'	0.55	39.05
61	Lonicera tatarica alba	White Tatarian Honeysuckle	2-3'	0.45	27.45
533	Mahonia aquifolium	Oregon Holly Grape	12/18" B-B	0.60	319.80
31	Philadelphus coronarius	Sweet Mock Orange	2-3'	0.35	10.85
15	Rhamnus cathartica	Common Buck Thorn	3-4'	0.50	7.50
38	Rhododendron occidentale	Western Azalea	15/18" B-B	1.00	38.00
50	Rhododendron (hybrid)	Rhododendron	2-3' B-B	3.50	175.00
3	Rhus typhina	Staghorn Sumac	3-4'	1.00	3.00
14	Ribes lobii	Gummy Gooseberry	2-3'	0.20	2.80
71	Ribes sanguineum	Winter Currant	3-4'	0.50	35.50
26	Sambucus pubens arborescens	Tree Elder	3-4'	0.75	19.50
20	Sambucus racemosa	European Red Elder	3-4'	0.20	4.00
8	Sambucus caerulea (glauca)	Blueberry Elder	3-4'	0.60	4.80
78	Spirea douglasi	Douglas Spirea	3-4'	0.40	31.20
115	Spirea vanhouttei	Vanhoutte Spirea	2-3'	0.25	28.75
44	Sorbaria aitchisoni	Kashmir False Spirea	4-5'	0.40	17.60
205	Sorbaria sorbifolia	Ural False Spirea	2-3'	0.25	51.25
951	Symphoricarpos racemosus	Common Snowberry	2-3'	0.25	237.75
25	Syringa vulgaris	Common Lilac	4-5'	0.30	7.50
34	Vaccinium parvifolium	Red Whortleberry	12/14"	0.30	10.20
44	Viburnum lantana	Wayfaring Tree	2-3'	0.35	15.40

Quantity	Botanical Name	Common Name	Size	Unit Price	Amount
33	Viburnum opulus	European Cranberry Bush	2-3'	$0.35	$ 11.55
62	Weigela rosea	Pink Wigela	2-3'	0.35	21.70
	TOTAL SHRUBS..				$2,520.25
6	Acer dasycarpum	Silver Maple	8-10'	$0.50	$ 3.00
37	Acer macrophyllum	Oregon Maple	8-10'	0.75	27.75
36	Acer negundo	Box Elder	6-8'	0.45	16.20
15	Acer platanoides	Norway Maple	8-10'	0.60	9.00
7	Acer platanoides schwedleri	Schwedler Maple	8-10'	0.80	5.60
78	Aesculus hippocastanum	Horse Chestnut	6-8'	1.00	78.00
15	Alnus oregana	Oregon Alder	6-8'	0.75	11.25
30	Catalpa speciosa	Western Catalpa	6-8'	0.65	19.50
51	Cornus nuttalli	Pacific Dogwood	4-5' B-B	0.50	25.50
10	Juglans nigra	Black Walnut	6-8'	1.00	10.00
15	Liriodendron tulipifera	Tulip Tree	6-8'	0.75	11.25
48	Platanus orientalis	European Plane Tree	8-10'	0.75	36.00
5	Quercus coccinea	Scarlet Oak	6-8'	1.00	5.00
3	Sorbus aucuparia	European Mountain Ash	3-4'	0.40	1.20
	TOTAL TREES..				$259.25
333	Ampelopsis quinquefolia engelmanni	Engelmanni Creeper	2 Yr. No. 1	0.25	$ 83.25
41	Ampelopsis tricuspidata	Japanese Creeper	2 Yr. No. 1	0.35	14.35
61	Bignonia capreolata	Cross Vine	3 Yr. No. 1	0.75	45.75
156	Bignonia radicans	Trumpet Creeper	3 Yr. No. 1	0.30	46.80
71	Celastrus scandens	American Bittersweet	2 Yr. No. 1	0.20	14.20
8831	Hedera helix	English Ivy	Rooted Cuttings	0.02	176.62
915	Hypericum calycinum	Aaron's Beard	" "	0.04	36.60
480	Iris	(Selected Varieties)		0.15	72.00
84	Lonicera japonica halliana	Hall Japanese Honeysuckle	2 Yr. No. 1	0.25	21.00
186	Lycium chinense	Chinese Matrimony Vine	3 Yr. No. 1	0.50	93.00
157	Pueraria thunbergiana	Kudzu-Bean	2 Yr. No. 1	0.35	54.95
386	Pentstemon cardwelli	Native Pentstemon	2 Yr. No. 1 Cl.	0.25	96.50
315	Rosa nutkana	Nutka Rose	3 Yr. No. 1	0.10	31.50
516	Rosa setigera	Prairie Rose	3 Yr. No. 1	0.10	51.60
32	Rosa	Paul's Scarlet	3 Yr. No. 1	0.35	11.20
5	Lonicera pileata	Privet Honeysuckle	12/14" Sp.	0.40	2.00
	TOTAL VINES, ETC..				$ 851.32
	APPROXIMATE TOTAL ESTIMATE FOR PLANT MATERIALS DELIVERED...........				$3,630.82

203-A

January 11, 1934

The United States National Bank
Portland, Oregon

NOTED
State Highway Engineer

Gentlemen: Attention: Note Department

This acknowledges receipt of your letter of January 10 inclosing state highway fund vouchers as follows, covering reimbursement to the City of Portland for labor, materials, etc., consumed in connection with the construction of the Fourth Street Highway:

Period Covered	Assigned to Bank	Amount
3/1-15/1932	6-30-33	$ 2,312.30
3/1/32 - 3/31/32	6-30-33	3,848.55
2/1/33 - 2/28/33	6-30-33	13,214.88
3/1/33 - 3/31/33	6-30-33	16,603.27
8/18/33 - 11/28/33	1-8-34	34,770.35
5/1/33 - 5/31/33	1-8-34	1,340.75

It is noted that each of these vouchers has been assigned by the City to your bank. We shall be pleased to honor such assignments as soon as the State Highway Commission authorizes the payment of the vouchers. You of course understand that we cannot pass these vouchers for payment until, in the opinion of the State Highway Commission, the City of Portland has fulfilled its part of the four-party agreement heretofore entered into for the construction of said highway.

Upon receipt of proper instructions from the Commission payment of the vouchers will be expedited.

Very truly yours

HBG:jn   Secretary
c.c. C. M. Yeager, Auditor

Mr. Yeager: Please hold up payment of these vouchers pending further advise from me, in accordance with the above.
H.B.G.

HEAD OFFICE.

UNITED STATES DEPOSITORY

THE UNITED STATES NATIONAL BANK

CAPITAL AND SURPLUS $ 6,000.000.00

CABLE ADDRESS:
"UNITBANK"

PORTLAND, OREGON

January 10, 1934.

State of Oregon,
Highway Department,
Salem, Oregon.

Gentlemen:

Enclosed please find City of Portland, Department of Public Works claims and vouchers against State Highway Commission; also assignments attached in favor of this bank, as follows: For work, labor and materials used in connection with what is known as the Fourth Street Extension;

Period Covered	Assigned to Bank	Amount
3/1-15/1932	6-30-33	$ 2,312.50 ✓
3/1/32 - 3/31/32	6-30-33	3,848.55 ✓
2/1/33 - 2/28/33	6-30-33	13,214.88 ✓
3/1/33 - 3/31/33	6-30-33	16,603.27 ✓
8/18/33 - 11/28/33	1-8-34	34,770.35 ✓
5/1/33 - 5/31/33	1-8-34	1,340.75 ✓

Kindly acknowledge receipt, marked attention Note Department, and oblige

Very truly yours,

CW Parcell

C. W. Parcell,
Asst. Vice President.

PCWP:H
Encl.
Reg.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 10, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

It has just been noted that the agreement to provide for paving of Oregon U.S.Public Works project NRM 203-A (Fourth Street in the city of Portland) has not been prepared, although the agreement estimate was forwarded some time ago.

It is accordingly suggested that the agreement estimate for the bridges on this project (contract for which was awarded on December 13) be forwarded as soon as possible in order that one agreement may be drawn to provide for all the work. Such procedure will eliminate the necessity for a later modification to provide for inclusion of the bridges.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

Estimate was submitted 1-8-34

January 8, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Sheridan Street-Portland City Limits Section, Project No. NRM 203-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HH

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM-205-A

SHERIDAN STREET-PORTLAND CITY LIMITS SECTION
OF THE WEST SIDE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 4, 1934

40' Cement Concrete Pavement

6,000	cu. yds.	Excavation, Single Classification	$ 0.25	$ 1,500.00
4,680	" "	Gravel Cushion	1.20	5,616.00
53,250	sq. yds.	Portland Cement Concrete Pavement	1.71	91,057.50
80	cu. yds.	Rubble Concrete	[illegible]	[illegible]
6,675	lin. ft.	Expansion Joints	0.14	[illegible]
29,200	" "	Contraction Joints	0.015	438.00
2,600	only	Dowels	0.15	390.00
24,700	lbs.	Tie Bars	0.04	988.00
5,400	sq. yds.	Asphaltic Concrete Pavement	1.25	[illegible]
5,770	cu. yds.	Base Course, Shoulders & Surfacing	1.14	6,577.80
2,770	" "	Top " " " "	1.40	3,878.00
860	" "	Filler	0.40	344.00
860	yd. mi.	Hauling Filler	0.15	129.00
			Sub-total	$ 117,762.60
			10% Engr. & Cont.	11,776.26
			Total	$ 129,538.86

20' Cement Concrete Pavement - 26' Macadam

200	cu. yds.	Excavation	$ 0.25	$ 50.00
70	" "	Gravel Cushion	1.20	84.00
750	sq. yds.	Portland Cement Concrete Pavement	1.71	1,282.50
30	lin. ft.	Expansion Joints	0.14	4.20
700	" "	Contraction Joints	0.015	10.50
20	only	Dowels	0.15	3.00
300	lbs.	Tie Bars	0.04	12.00
230	cu. yds.	Base Course, Shoulders & Surfacing	1.14	262.20
130	" "	Top " " " "	1.40	182.00
40	" "	Filler	0.40	16.00
40	yd. mi.	Hauling Filler	0.15	6.00
			Sub-total	$ 1,914.40
			10% Engr. & Cont.	191.44
			Total	$ 2,105.84

40' Macadam

1,800	cu. yds.	Excavation, Single Classification	$ 0.25	$ 450.00
2,500	" "	Base Course, Shoulders & Surfacing	1.14	2,850.00
1,600	" "	Top " Shoulders & Surfacing	1.40	2,240.00
400	" "	Filler	0.40	160.00
400	yd. mi.	Hauling Filler	0.15	60.00
		Sub-total		$ 5,760.00
		10% Engr. & Cont.		576.00
		Total		$ 6,336.00

BRIDGES

Newbury Street Bridge (Sta. 101+70 to 105+12)

340	cu. yds.	Excavation	$ 2.50	$ 850.00
220	" "	Class "B" Concrete	15.00	3,300.00
420	" "	" "D" "	16.00	6,720.00
90,000	lbs.	Metal Reinforcement	0.04	3,600.00
290	M-FBM	Treated Lumber	77.50	22,475.00
704	lin. ft.	Composite Handrail	3.00	2,112.00
All Required		Removal of Old Structure		300.00
				$ 39,357.00

Vermont Street Bridge (Sta. 114+29 to 118+93)

340	cu. yds.	Excavation	$ 2.50	$ 850.00
290	" "	Class "B" Concrete	15.00	4,350.00
560	" "	" "D" "	16.00	8,960.00
126,000	lbs.	Metal Reinforcement	0.04	5,040.00
380	M-FBM	Treated Lumber	77.50	29,450.00
940	lin. ft.	Composite Handrail	3.00	2,820.00
All Required		Removal of Old Structure		300.00
				$ 51,770.00

Sub-total, Bridges	$ 91,127.00
10% Engr. & Cont.	9,112.70
Total	$ 100,239.70

Length of Roadwork (40' Pavement)	2.225 miles
" " 2 Trestles	0.154 "
Total length	2.379 "
Cost per mile	$ 58,219.71

Length of Roadwork (20' Pavement-26' Macadam)	0.662 mile
Cost per mile	Summary $ 38,229.67
Length of Roadwork (48' Macadam)	0.584 mile
Cost per mile	$ 10,549.31

National Recovery Municipal Funds Requested:

Roadwork	(40' Pavement)	$ 130,328.86
"	(20' Pavement-26' Macadam)	3,105.64
"	(48' Macadam)	4,536.00
		$ 137,970.30
Bridges		$ 100,239.70
		$ 238,210.00

State Funds for Construction; Chap. 175, Laws 1917; Chap. 31, Laws 1930
Funds for Maintenance; City of Portland resolutions dated October 4, 1933 and December 10, 1933

FORM 3010

Standard
10-31-2,500

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

OPERATING DEPARTMENT

S. MURRAY,
CHIEF ENGINEER

PORTLAND, OREGON

January 7,1934

Mr.Ormond R. Bean,
Commissioner of Public Works,
City of Portland, Oregon

Dear Sir:

Attention Mr.Apperson, City Engineer

Under date of December twenty-ninth I wrote you in regard to proposed grade separation at Northeast 11th Avenue and Northeast Lombard Street, and suggested, among other things, that our people prepare the design. Since then I have received further advice to the effect that it will be entirely agreeable to them if the City Engineer prepares the plans, subject of course to the railroad company's approval. I have informally transmitted this information to the City Engineer's office and have left there a sketch plan outlining the requirements due to our loadings.

It will not be necessary to at this time spend the money for future second track, but the abutments should be laid out so as to receive a superstructure when and if such a track is needed and the profile of the street depression should be designed so as to afford necessary clearances under the superstructure for such second track.

In this connection I am handing you herewith memorandum of August 8,1933, addressed to District Engineers by Mr.Thomas H. MacDonald, Chief of Bureau of Public Roads, U.S.Department of Agriculture, also memorandum of November 21,1933, in regard to participation by railroads in cost of grade separations now being constructed with public funds. This is for your information and record.

I am sending copy of this letter, together with enclosures, to Mr.R.H.Baldock, State Highway Engineer, for his information.

Yours very truly,

S MURRAY

CC Mr.R.H.Baldock,✓
State Highway Engineer,
Salem, Oregon

COPY

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C.

August 8,1933

MEMORANDUM TO DISTRICT ENGINEERS:

A number of inquiries have been received in regard to the procedure to be followed in connection with railroad grade separation work,particularly underpasses, involving National Recovery Highway Funds.

The railroads naturally desire to retain control of work essential to the maintenance of their traffic. With the concurrence of the State highway department,in sunstance the same procedure will be followed on this work as in the past, i.e.,construction work which is essential to the maintenance of railroad traffic may be performed by the railroad companies by their own forces on a force account basis or by contracts awarded by the railroad company,or a combination of both.

On contracts awarded by railroad companies the special provisions concerning wages,hoursof employment,conditions of employment and hand labor methods will have to be a part of such contracts. Plans and specifications will have to be submitted and approved,tabulation of bids forwarded,together with evidence that bids were taken after proper advertisement. If exception is taken by the railroad company to the low bidder for any cause,this protest shall be considered and proper recommendations made by the district engineer to the Bureau for decision before concurrence in the proposed award. Copies of such contracts will have to be furnished the Bureau.

On railroad force account work,the special provisions concerning wages, hours of employment,conditions of employment and hand labor methods will apply insofar as possible,bearing in mind that it is not practicable to enforce the limitations on hours of employment in the execution of emergency work such as relaying track,track adjustment,signal work,etc.

The exact amount of work to be performed by a railroad company by force or contract or both on any particular separation structure should be covered by an agreement between the railroad company and the State highway department,a copy of which should be forwarded the Bureau. Project agreement estimates for such work may be submitted as heretofore.

Thos.H.MacDonald

Chief of Bureau

COPY

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC WORKS
Washington, D.C.

November 21,1933

MEMORANDUM TO DISTRICT ENGINEERS:

Grade Crossing Eliminations and Protection

Section 204 of Title 11 - Public Works and Construction Projects - National Industrial Recovery Act, authorizes use of the funds appropriated to pay all or any part of the cost of improvements to promote safety at highway-railway crossings.

The Bureau has consistently held that the purpose of this Act is to encourage improvements to promote traffic safety without imposing involuntary contribitions upon either the States or the railway companies.

The State laws with reference to the apportionment of costs either by statute or by action of State authority do not apply. Rights of way must not be purchased from these funds or the railroads compensated for any of their lands used. Incidental expense in connection with maintaining rail traffic,such as flagmen,etc. should be borne by the railroads.

The following will apply to such projects:

(1) If any contribution by a railroad company is to be used to pay any part of the cost of a railroad crossing improvement,the District Engineer shall not recommend the project for approval until there has been filed,as part of the project, statement, a letter from the railroad company stating that the contribution is a wholly voluntary one.

(2) All construction items,including those of a temporary character,required for the maintenance of railroad or highway traffic during the course of construction, are proper items of cost to be paid from the Federal funds.

(3) In general,overhead structures not requiring interference with railroad traffic, should be let to contract.

(4) For subways or work involving actual or potential intereference with rail traffic,the method used will be agreed upon between the State and the railroad company, Substantialunits of such work which can be constructed without interference with rail traffic should be contracted.

(5) Grade crossing protection by installation of satisfactory and approved warning devices such as signals,lights,etc., at crossings which cannot be econmically eliminated serves to minimize hazards to traffic. Public works highway funds may be used to pay the entire cost of such approved installations in accordance with proper plans and specifications. Methods of undertaking such work shall be agreed upon between the State and railroad company. The contract method is preferable,but if the installation is made by the railroad company,the warning devices shall be purchased on a competitive basis. For all such installations a definite agreement

between the State Highway Department and the railroad company concerning the maintenance of such devices shall be required.and the District Engineer shall not recommend the project for approval until such agreement has been filed.

(6) For projects or portions of projects undertaken by direct labor the usual method of handling such projects will apply. (See Memorandum of August 8,1933) District Engineers shall see that charges for force account work are reasonable.

Thos.H.MacDonald
Chief of Bureau

APPROVED:

R.G.Tugwell
Acting Secretary of Agriculture

December 2,1933
Date

COPY

January 6, 1934

Mr. Wm. Adams, City Treasurer
City of Portland
Portland, Oregon

Dear Sir:

Reference is made to your letter of January 5 in which you inquire as to when the State Highway Commission will make final payment to the City of Portland for work performed in connection with the improvement of the Southwest Barbur Boulevard after the City has notified the State Highway Commission that the work has been completed.

Upon receipt of notification from the City of Portland that in its opinion it has completed its obligation to the State in connection with the improvement a full investigation will be made to determine whether or not such work has been completed to the entire satisfaction of the State Highway Commission and whether or not the provisions and terms of the four-party agreement have been fully complied with. If such investigation reveals that the work has been satisfactorily done and the terms of the agreement carried out, I will recommend to the Commission that it authorize payment of its share of the cost of this work as provided in the four-party agreement.

As soon as the Commission approves the payment to the City of the amount agreed upon, the vouchers relating thereto will be recalled and will be forwarded to the Secretary of State for the issuance of the customary warrants. The delivery of the warrants to the City, or its assignee, should follow within a comparatively short time.

Regarding the two vouchers recently submitted, viz: that in the sum of $1,340.75 covering work performed by the City during the month of May 1933, and that of $34,770.35 covering work performed during the period August 18 to November 28, 1933, wish to say that these will be handled in exactly the same manner as those previously submitted to the City of Portland.

It will be perfectly satisfactory for the City to use these vouchers as security in obtaining loans as has been done with previous vouchers. We shall be pleased to honor an assignment of the funds represented by these vouchers and when making payments of the respective amounts will have the warrants prepared in conformance with the provisions of the assignment.

I am returning letter from Mr. Ormond R. Bean, Commissioner of Public Works, which was attached to your letter.

Very truly yours

State Highway Engineer

RBG:AJ
Enc.

1851

CITY OF PORTLAND, OREGON
DEPARTMENT OF FINANCE
R. E. RILEY, COMMISSIONER

OFFICE OF CITY TREASURER

WM. ADAMS
CITY TREASURER

Jan. 5, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I am enclosing a letter from Ormond R. Bean, Commissioner of Public Works in reference to completion of work in connection with the improvement of Southwest Barbur Boulevard.

The City isborrowing the money from the banks to pay for labor and materials and is using as security the vouchers which have been forwarded from your department.

In order to borrow $34,770.35 and $1,340.75 it was necessary that we secure the information furnished in Commissioner Bean's letter and the banks have asked that I obtain a letter from you stating when the State Highway Commission will make final payment after the City of Portland has notified the State Highway Commission that the work is completed.

Very truly yours,

Wm Adams
City Treasurer

WA N

Recd 1/6/34
wms

SEE THAT THE TREASURER HAS YOUR CORRECT ADDRESS

Bureau of City Engineer

Finance

Mr. Wm. Adams, City Treasurer

Completion of S.W. Barbur Boulevard Jan. 5, 1934

Dear Sir:

In answer to your letter of January 3, 1934 (our No. 142815) requesting information to be furnished the banks in connection with the improvement of S. W. Barbur Boulevard and the probable date of completion, please be advised that due to the extremely heavy rains we have been unable to do any work toward the completion of these projects. It appears that there still remains about ten day's actual work to complete the job. This can easily be accomplished during January, weather permitting.

Yours bery truly

Ormond R. Bean
Commissioner of Public Works

By L. G. Apperson
CittEngineer

LGA CH

203-2

January 2, 1934

Hoffman Construction Company
715 S. W. Columbia Street
Portland, Oregon

Gentlemen:

We are today forwarding by express an executed copy of Contract No. 1564 for highway bridge construction near Portland on the West Side Pacific Highway in Multnomah County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

JM
jn

203-a

December 30, 1935

R. E. Riley, Commissioner of Finance
City of Portland
City Hall
Portland, Oregon

Dear Mr. Riley:

I am enclosing voucher on the State Highway Fund covering reimbursement to the City of Portland for expense incurred in connection with the construction of the Fourth Street project.

Inv. #12, covering period Aug. 16 to Nov. 28, 1935 —— $54,770.55

This voucher has been signed by the State Highway Commission thereby meeting the legal requirements and we have no reason to believe that it will not be honored by the Secretary of State if presented to him for payment in the regular manner.

It is our thought that you intend to use this voucher as collateral for securing a loan from one of the Portland banks. We have no objection to your doing this but we wish it clearly understood that the voucher is the property of the State Highway Commission and is to be returned to this office as soon as the conditions of the Fourth Street agreement have been consummated to the satisfaction of the State Highway Commission.

For your convenience in assigning the claim you will find attached to the voucher a form of assignment. Inasmuch as we do not know to which bank this assignment is to be made we have left that space blank for you to fill in. This assignment of claim form should be attached to the voucher when it is returned to this department for payment.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Auditor

203-a

November 28, 1933

R. E. Riley, Commissioner of Finance
City of Portland
City Hall
Portland, Oregon.

Dear Mr. Riley:

I am enclosing Invoice No. 2 covering reimbursement to the City of Portland for expense incurred in connection with the Fourth Street Extension for the month of May, 1933 in the amount of $1,343.75.

This voucher has been signed by the State Highway Commission thereby meeting the legal requirements and we have no reason to believe that it will not be honored by the Secretary of State if presented to him for payment in the regular manner.

For your convenience in assigning the claims we are attaching a form of assignment. Inasmuch as we do not know to which bank this assignment is to be made we are leaving that space blank for you to fill in. This assignment should be duly executed and attached to the voucher when it is returned to this department for payment.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Auditor

203-a

November 25, 1933

The Bank of California
Portland, Oregon

Attention: L. E. Cable, Asst. Mgr.

Gentlemen:

This acknowledges receipt of your letter of November 22nd enclosing assignment of Voucher No. 10 for $725.69 and Voucher No. 11 for $21,460.12 given you by the City of Portland covering amounts due that city from the State Highway Commission in connection with the 4th Street Project.

These assignments appear to be satisfactory and we shall endeavor to see that payments are made in conformance therewith as soon as the agreement between the State Highway Commission and the City of Portland has been consummated to the satisfaction of the State Highway Commission.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - G. M. Yeager

THE BANK OF CALIFORNIA
NATIONAL ASSOCIATION

PORTLAND, OREGON

TELEGRAPHIC ADDRESS
"BANKOFCALA"-PORTLAND
CODES USED
A.1
LIEBER
BENTLEY'S
BROOMHALL
WESTERN UNION
A.B.C. 5TH EDITION
PETERSON 3RD EDITION

November 22, 1933

Oregon State Highway Commission
Salem, Oregon

Attention - Mr. R.H. Baldock, State Highway Engineer

Gentlemen:

We wish to inform you that we have today advanced to the City of Portland funds against their assignment of voucher No. 10 for $725.69 and voucher No. 11 for $21,460.12. We are enclosing both of these assignments herein and are retaining the balance of the vouchers in our files.

We would thank you to kindly acknowledge receipt and at the same time advise us that remittance will be made direct to us in due course.

Yours very truly,

L E Cable

L. E. Cable,
Assistant Manager

LEC FK

RECEIVED
[illegible]

FORM S-A-1 10152 10M 7-30

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

203-a

OREGON STATE HIGHWAY COMMISSION
SALEM

November
24th
1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. L. G. Apperson
City Engineer
Portland, Oregon

Dear Sir:

Attached hereto find sketch of the drainage tunnel under the Fourth Street slide, which was used by the State Highway Department, together with the C. W. A. project forms covering the construction of the tunnel.

The man days have been computed on the assumption of working four shifts of ten men per shift, which is the maximum number of men that can be worked. If we can give you further information we will be glad to supply it.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By J. N. Bishop
J. N. Bishop
Maintenance Engineer

% Baldock

JNB/er
encls.

203-a

November 21, 1933

Mr. Frederick Greenwood
Asst. Mgr., Bank of California
Portland, Oregon

Dear Sir:

The following list of vouchers, copies of which are in the hands of officials of the City of Portland, have been audited and signed by the State Highway Commission, and presumably have been used by the city as basis for borrowing money.

Vouchers which, according to our records, show that the assignments have been made by the City of Portland to the First National Bank:

Invoice No. 2	$ 3,178.38	
" " 3	2,617.97	
" " 4	10,211.13	
" " 5	16,499.93	
" " 8	4,983.48	$ 37,490.89

Vouchers on which no record of assignment made by City of Portland.

Voucher No. 3483 (1932)	$2,312.90	
Invoice No. 1	3,848.55	
" " 6	13,214.88	
" " 7	16,603.27	
" " 10	725.69	
" " 11	21,460.12	$ 58,165.01
Total approved and unpaid vouchers Nov. 21, 1933		$ 95,655.90

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/ER

November 20, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany bridge plans on the Sheridan Street-Portland City Limits Section, Project No. NRM 203-A.

Five blueprint copies each of the summary sheet, paving detail sheet and sheet number 6 of the plans are being sent under separate cover. The paving detail sheet has been revised in accord with the request contained in your letter of November 14th. The other sheets are revised to conform with the bridge plans which you now have.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM-[illegible]-A

SHERIDAN STREET-PORTLAND CITY LIMITS SECTION
OF THE WEST SIDE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany Bridge Plans. Not as basis for project agreements)

Salem, Oregon, November 20, 1933.

40' Cement Concrete Pavement

6,000	cu. yds.	Excavation, Single Classification	$ 0.25	$ 1,500.00
4,430	" "	Gravel Cushion	1.20	5,316.00
53,250	sq. yds.	Portland Cement Concrete Pavement	1.71	91,057.50
50	cu. yds.	Extra Concrete	8.06	403.00
4,470	lin. ft.	Expansion Joints	0.14	625.80
29,300	" "	Contraction Joints	0.015	439.50
2,680	only	Dowels	0.15	402.00
24,700	lbs.	Tie Bars	0.04	988.00
5,400	sq. yds.	Asphaltic Concrete Pavement	1.13	6,102.00
5,770	cu. yds.	Base Course, Shoulders & Surfacing	1.14	6,577.80
2,770	" "	Top Course, Shoulders & Surfacing	1.40	3,878.00
860	" "	Filler	0.40	344.00
860	yd. mi.	Hauling Filler	0.15	129.00
			Sub-total	$ 117,762.60
			10% Engr. & Cont.	11,776.26
			Total	$ 129,538.86

20' Cement Concrete Pavement - 26' Macadam

200	cu. yds.	Excavation	$ 0.25	$ 50.00
70	" "	Gravel Cushion	1.20	84.00
750	sq. yds.	Portland Cement Concrete Pavement	1.71	1,282.50
30	lin. ft.	Expansion Joints	0.14	4.20
700	" "	Contraction Joints	0.015	10.50
20	only	Dowels	0.15	3.00
300	lbs.	Tie Bars	0.04	12.00
230	cu. yds.	Base Course, Shoulders & Surfacing	1.14	262.20
130	" "	Top Course, Shoulders & Surfacing	1.40	182.00
40	" "	Filler	0.40	16.00
40	yd. mi.	Hauling Filler	0.15	6.00
			Sub-total	$ 1,912.40
			10% Engr. & Cont.	191.24
			Total	$ 2,103.64

A

45' Macadam

1,800	cu. yds.	Excavation, Single Classif.	$ 0.25	$ 450.00
2,500	" "	Base Course, Shoulder & Surfacing	1.14	2,850.00
1,600	" "	Top Course, Shoulder & Surfacing	1.40	2,240.00
400	" "	Filler	0.40	160.00
400	yd. mi.	Hauling Filler	0.15	60.00
			Sub-total	$ 5,760.00
			10% Engr. & Cont.	576.00
			Total	$ 6,336.00

BRIDGES

Newbury Street Bridge (Sta. 101+70 to 105+18)

380	cu. yds.	Excavation	2.50	~~$ 2.50~~	~~$ [illegible]~~	950.00
220	" "	Class "B" Concrete	15 –	~~20.00~~	~~4,400.00~~	3,300.00
420	" "	" "D" "	16 –	~~22.00~~	~~[illegible]~~	6,720.00
90,000	lbs.	Metal Reinforcement	.04	~~0.055~~	~~[illegible]~~	3,600.00
290	M-FBM	Treated Lumber	77.50	~~100.00~~	~~29,000.00~~	22,475.00
704	lin. ft.	Composite Handrail	3 –	~~4.00~~	~~[illegible]~~	2,112.00
All Required		Removal of Old Structure			~~[illegible]~~	200.00
					~~$ 51,900.00~~	39,357.00

Vermont Street Bridge (Sta. 114+29 to 118+95)

340	cu. yds.	Excavation	2.50	~~$ 2.50~~	~~$ 850.00~~	850.00
290	" "	Class "B" Concrete	15 –	~~20.00~~	~~5,800.00~~	4,350.00
560	" "	" "D" "	16 –	~~22.00~~	~~12,320.00~~	8,960.00
126,000	lbs.	Metal Reinforcement	.04	~~0.055~~	~~6,930.00~~	5,040.00
380	M-FBM	Treated Lumber	77.50	~~100.00~~	~~38,000.00~~	29,450.00
940	lin. ft.	Composite Handrail	3.00	~~4.00~~	~~3,760.00~~	2,820.00
All Required		Removal of Old Structure			~~500.00~~	300.00
					$ 68,160.00	[illegible]
				Sub-total, Bridges	~~[illegible]~~	91,127.00
				10% Engr. & Cont.	~~12,006.00~~	[illegible]
				Total	~~$132,066.00~~	100,239.70

Length of Roadwork (40' Pavement)	2.225	miles
" " 2 Trestles	0.154	"
Total length	2.379	"
Cost per mile	56,019.71	

A

Length of Roadwork (20' Pavement-26' Macadam)	0.062 mile
Cost per mile	$ 33,929.67
Length of Roadwork (40' Macadam)	0.584 mile
Cost per mile	$ 10,849.31

A

National Recovery Municipal Funds Requested:

Roadwork (40' Pavement)	$ 129,538.66
" (20' Pavement - 26' Macadam)	2,103.64
" (40' Macadam)	6,336.00
	$ 137,978.30
Bridges	100,239.70 ~~$ [illegible]~~
	238,218.00 ~~$ [illegible]~~

203-a

November 17, 1933

R. E. Riley, Commissioner of Finance
City of Portland
City Hall
Portland, Oregon

Dear Mr. Riley:

I am enclosing two vouchers on the State Highway Fund covering reimbursement to the City of Portland for expense incurred in connection with the construction of the Fourth Street project.

Inv. #10, covering period June 1 to June 30, 1933 ---$ 725.60
Inv. #11, covering period July 18 to Oct. 11, 1933 - 21,460.12

These vouchers have been signed by the State Highway Commission thereby meeting the legal requirements and we have no reason to believe that they will not be honored by the Secretary of State if presented to him for payment in the regular manner.

It is our thought that you intend to use these vouchers as collateral for securing a loan from one of the Portland banks. We have no objection to your doing this but we wish it clearly understood that the vouchers are the property of the State Highway Commission and are to be returned to this office as soon as the conditions of the Fourth Street agreement have been consummated to the satisfaction of the State Highway Commission.

For your convenience in assigning the claims to the First National Bank of Portland you will find attached to each voucher a form of assignment of claim. This assignment of claim should be attached to the voucher when it is returned to this department for payment.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC
encl.
cc - Carl F. Smith

FORM 5-A-1 16162 10M 7-30
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

203-0

November 10, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. B. McCullough,
Ass't State Highway Engineer,
Office.

Dear Sir:

Herewith I am attaching vicinity map of the Oregon Electric overhead crossing on the 4th Street route in Multnomah County. Will you kindly prepare sketches and estimates of this structure to accompany the project statement for part No. 1 of the P.W.A. Loan.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

October 31, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of October 20th, we are today sending, under separate cover, five blueprint copies of the typical cross-section sheet for Project No. NRM-207-A, which sheet has been revised to show a typical section for that portion of the project to be constructed with 20-foot concrete pavement and 26-foot macadam.

The agreement estimate incorrectly gives the width of the macadam for the above section as 24 feet.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 20, 1933

RECEIVED
OCT 21 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon NRM 203-A.

Will you please send us copies of plan sheet 2-A of 8, revised to show the typical section which consists of 20' of pavement and 24' of macadam.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

203-a

FOURTH STREET
1. County Portion

Plan #1 Emergency Relief Hand Labor Grading Method				Plan #2 Contract Machine Method
	Cost	Item		Cost
	$ 4,000	Clearing and Grubbing		$ 3,000
at $1.00	337,000	337,000 c.y. Common Excavation	at $ .25	84,250
" 2.00	60,000	30,000 c.y. Solid Rock "	" .65	19,500
" .05	93,261	1,865,225 c.y.sta. Overhaul	" .01	18,652
" 2.00	6,000	3,000 c.y. Structural Excavation	" 1.00	3,000
" 2.00	3,968	1,984 lin. ft. 12" pipe	" 1.00	1,984
" 3.00	940	320 " " 18" "	" 2.00	640
" 3.00	1,938	646 " " 24" "	" 2.50	1,615
" 7.00	1,610	230 " " 36" "	" 5.00	1,150
" 10.00	2,000	200 " " 48" "	" 8.00	1,600
" 30.00	2,100	70 c.y. Class A Concrete	" 25.00	1,750
" .05	350	7,000 lbs. Reinforcing Steel	" .05	350
	1,000	Grade change West Side		1,000
	51,409	Engineering and Contingencies		13,849
	$565,576 =a	Grading cost		$152,340=c
	$136,000	Right of Way		$136,000
	15,000	Overcrossing		15,000
	155,700	Concrete pavement		155,700
	18,750	Crushed Rock Shoulders		18,750
	18,700	Gutter		18,700
	2,750	Catch Basins		2,750
	34,690	Engineering and Contingencies		34,690
	$381,590=b			$381,590=d

Plan #1		Plan #2	
State's Share	$381,590=b	State's Share	$381,590=d
County's "	565,576=a	County's "	152,340=c
Total Cost	$947,166	Total Cost	$533,930

City Portion

Plan # 1 Emergency Relief Hand Labor Grading Method	6 Cost		Item	Plan # 2 Contract Machine Method	Cost
	$200,000		Right of Way		$ 200,000
	2,000		Clearing and Grubbing		1,000
at $1.50	247,500	165,000 c.y.	Excavation	at $ .60	99,000
" 1.00	62,000	62,000 "	Borrow	" .40	24,800
	51,150		Engineering and Contingencies		32,480
					357,280 = C
	562,650 = A				
	68,000	272,000 y.mi.	Truck Haul	" .12	32,640
	25,000		Retaining Walls		25,000
	31,000		Drainage & Curbs		31,000
	29,000		Restoration of intersecting sts		29,000
	129,600		Pavement		129,600
	70,000		Trestles		70,000
	$ 352,600				$ 317,240
	35,260 = B		Engineering and Contingencies		31,724
	387,860				348,964 = D

	Plan # 1	Plan # 2
State Share	$ 387,860 = B	$ 348,964 = D
City Share	562,650 = A	357,280 = C
	$ 950,510	$ 706,244

COMPARISON OF LINES

FOURTH STREET EXTENSION

	"S" Line	"L" Line
Maximum Angle	56°40'	72°22'
Total Angle	150°01'	251°06'
Maximum Curve	4°00'	4°00'
No. of Curves	4	5
Total Rise and Fall	647'	669'
Maximum Grade	5.1%	5.1%
Length Miles	3.65	3.88

203-a

October 25, 1933.

Mr. Harold Blake
400 North Thompson Street
Portland, Oregon

Dear Sir:

We are sending to you today, under separate cover, fully executed copy of contract No. 1514 which was recently awarded to you for construction work on the Sheridan Street-Portland City Limits Section of the West Side Pacific Highway in Multnomah County.

This copy is being sent to you for your records and files.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

October 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Portland City Limits-Sheridan Street Section, Project No. NRM-205-A. Three copies of a resolution passed by the City of Portland are likewise enclosed herewith. The resolutions from the city concerning encroachments will be sent to you as soon as they are received by this department.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 203-A

[illegible] [illegible]-PORTLAND CITY LIMITS SECTION
OF THE WEST SIDE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, October 18, 1933

40' Cement Concrete Pavement

6,000	cu. yds.	Excavation, Single Classification	$0.25	$ 1,500.00
4,430	" "	Gravel Cushion	1.20	5,316.00
53,250	sq. yds.	Portland Cement Concrete Pavement	1.71	91,057.50
50	cu. yds.	Extra Concrete	8.06	403.00
4,470	lin. ft.	Expansion Joints	0.14	625.80
29,300	" "	Contraction Joints	0.015	439.50
2,680	only	Dowels	0.15	402.00
24,700	lbs.	Tie Bars	0.04	988.00
5,400	sq. yds.	Asphaltic Concrete Pavement	1.13	6,102.00
5,770	cu. yds.	Base Course, Shoulders & Surfacing	1.14	6,577.80
2,770	" "	Top Course, Shoulders & Surfacing	1.40	3,878.00
860	" "	Filler	0.40	344.00
860	yd. mi.	Hauling Filler	0.15	129.00
		Sub-total		$117,762.60
		10% Engr. & Cont.		11,776.26
		Total............		$129,538.86

20' Cement Concrete Pavement – 24' Macadam

200	cu. yds.	Excavation	$0.25	$ 50.00
70	" "	Gravel Cushion	1.20	84.00
750	sq. yds.	Portland Cement Concrete Pavement	1.71	1,282.50
30	lin. ft.	Expansion Joints	0.14	4.20
700	" "	Contraction Joints	0.015	10.50
20	only	Dowels	0.15	3.00
300	lbs.	Tie Bars	0.04	12.00
230	cu. yds.	Base Course, Shoulders & Surfacing	1.14	262.20
130	" "	Top Course, Shoulders & Surfacing	1.40	182.00
40	" "	Filler	0.40	16.00
40	yd. mi.	Hauling Filler	0.15	6.00
		Sub-total		$ 1,912.40
		10% Engr. & Cont.		191.24
		Total............		$ 2,103.64

48' Macadam

1,800	cu. yds.	Excavation, Single Classif.	$0.25	$ 450.00
2,500	" "	Base Course, Shoulder & Surfacing	1.14	2,850.00
1,600	" "	Top Course, Shoulder & Surfacing	1.40	2,240.00
400	" "	Filler	0.40	160.00
400	yd. mi.	Hauling Filler	0.15	60.00
			Sub-total	$ 5,760.00
			10% Engr. & Cont.	576.00
			Total........	$ 6,336.00

Length of Roadwork (40' Pavement)	2.211	miles
" " 2 Trestles	0.168	"
Total length	2.379	"

Cost per mile $58,588.35

Length of Roadwork (20' Pavement-24' Macadam) 0.062 mile

Cost per mile $33,929.67

Length of Roadwork (48' Macadam) 0.584 mile

Cost per mile $10,849.31

National Recovery Municipal Funds Requested:

Roadwork	(40' Pavement)	$129,538.86
"	(20' Pavement - 24' Macadam)	2,103.64
"	(48' Macadam)	6,336.00
		$137,978.50

Funds for Maintenance: See resolutions October 3rd, 1933.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM-203-A

SHERIDAN STREET-CITY LIMITS SECTION
OF THE WEST SIDE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, September 18, 1933

40' Cement Concrete Pavement:

6,000	cu. yds.	Excavation, Single Classification	$0.25	$	1,500.00
4,430	" "	Gravel Cushion	1.50		6,645.00
53,250	sq. yds.	Portland Cement Concrete Pavement	1.80		95,850.00
50	cu. yds.	Extra Concrete	7.00		350.00
4,470	lin. ft.	Expansion Joints	0.20		894.00
29,300	" "	Contraction Joints	0.05		1,465.00
2,680	only	Dowels	0.25		670.00
24,700	lbs.	Tie Bars	0.05		1,235.00
5,400	sq. yds.	Asphaltic Concrete	1.00		5,400.00
5,770	cu. yds.	Base Course, Shoulders & Surfacing	1.25		7,212.50
2,770	" "	Top Course, Shoulders & Surfacing	1.50		4,155.00
860	" "	Filler	0.50		430.00
860	yd. mi.	Hauling Filler	0.20		172.00
			Sub-total		$125,978.50
			10% Engr. & Cont.		12,597.85
			Total...............		$138,576.35

20' Concrete Pavement - 24' Macadam

200	cu. yds.	Excavation	$0.25	$	50.00
70	" "	Gravel Shoulders	1.50		105.00
750	sq. yds.	Portland Cement Concrete Pavement	1.80		1,350.00
30	lin. ft.	Expansion Joints	0.20		6.00
700	" "	Contraction Joints	0.05		35.00
20	only	Dowels	0.25		5.00
300	lbs.	Tie Bars	0.05		15.00
230	cu. yds.	Base Course, Shoulders & Surfacing	1.25		287.50
130	" "	Top Course, Shoulders & Surfacing	1.50		195.00
40	" "	Filler	0.50		20.00
40	yd. mi.	Hauling Filler	0.20		8.00
			Sub-total		$ 2,076.50
			10% Engr. & Cont.		207.65
			Total................		$ 2,284.15

48' Macadam Surface:

1,800	cu. yds.	Excavation, Single Classification	$0.25	$ 450.00
2,500	" "	Base Course, Shoulders & Surfacing	1.25	3,125.00
1,600	" "	Top Course, Shoulders & Surfacing	1.50	2,400.00
400	" "	Filler	0.50	200.00
400	yd. mi.	Hauling Filler	0.20	80.00
			Sub-total	$6,255.00
			10% Engr. & Cont.	625.50
			Total...................	$6,880.50

Length of Roadwork (40' pavement)		2.211 miles
" of 2 Trestles		0.168 "
Total Length		2.379 "
Cost per mile	$62,675.71	
Length of Roadwork (20' Pavement - 20' macadam)		0.062 miles
Cost per mile	$36,841.12	
Length of Roadwork, 48' Macadam		0.584 miles
Cost per mile	$11,781.67	

National Recovery Municipal Funds Requested:

Roadwork with 40' Pavement ✓	$138,576.35
Roadwork with 20' Pavement - 20' Macadam	2,284.15
Roadwork with 48' Macadam	6,880.50
	$147,741.00

October 7, 1933

Mr. R. A. Furrow
Resident Highway Engineer
Portland, Oregon

Dear Sir:

On the day that work is started on the Harold Blake Contract for the paving of the Sheridan Street-Portland City Limits Section of the West Side Pacific Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as Contract No. 1514, National Recovery Municipal Project 203-A.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

cc Mr. W. E. Chandler

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 5, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRM 203-A, the Sheridan Street-West City Limits section of the Fourth Street Entrance of the West Side Pacific Highway, to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

203-a

October 4, 1933

Geo. R. Funk, Auditor
City of Portland
Portland, Oregon

Attention: R. S. Ivey, Deputy

Dear Sir:

This acknowledges receipt of your letter of October 2nd enclosing copy of Ordinance No. 64942 adopted by your city council, in which said council agrees to maintain the Fourth Street Highway following its completion within the city limits of Portland.

I shall be pleased to call this matter to the attention of the State Highway Commission at its next meeting.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

CITY OF PORTLAND
OREGON
OFFICE OF CITY AUDITOR
GEO. R. FUNK, AUDITOR

Oct 2, 1933

State Highway Commission
Salem, Oregon

Herewith please find copy of Ordinance No. 64942

Yours very truly,
GEO. R. FUNK
AUDITOR OF THE CITY OF PORTLAND
By
Deputy.

RECEIVED
OCT - 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Comm.

RECEIVED
OCT 4 - 1933
OREGON
STATE HIGHWAY COMMISSION

[illegible] 64942

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

1. [illegible]

2. [illegible]

State Highway Comm.

tenance.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures the City on the ____ day of ____________ 1933, and the Highway Department on the ____ day of ______________ 1933.

Said S W Fourth Avenue or Fourth Street Sector of West Side Pacific Highway is now known by the city as S W Barbur Boulevard.

Section 2. Inasmuch as this ordinance is necessary for the immediate preservation of the public health peace and safety of the City of Portland in this: In order that work may be commenced immediately therefore an emergency is hereby declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, SEP 29 1933

JOSEPH K. CARSON, Jr.
Mayor of the City of Portland

Attest:

Geo R Funk
Auditor of the City of Portland

9/23/33

Commissioner Bean

Prepared Approved
City Attorney.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

September 22, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Project statement No. 203 was approved on September 19. Approval is subject to the condition that when the improvement is undertaken on the section which involves the crossing of the Oregon Electric Railway, the plans, specifications and estimate will include provision for a grade separation structure.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Present plans provide for overhead crossing.

RECEIVED
SEP 23 1933
OREGON
STATE HIGHWAY COMMISSION

203

September 7, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Washington County Line-Portland Section of the West Side Pacific Highway. Number 203 has been assigned to this project.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. 203
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT
AS REQUIRED BY
FEDERAL AID ROAD ACT
Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) August 26, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Wash. Co. Line-Portland Section, West Side Pacific Hwy.

2. Between control points of official description: Portland and McMinnville

3. Between intermediate control points if used: E. End of Proj. 73 and

County of Multnomah

4. Length in miles (gross) 6.35 (net) 6.35

5. Preliminary estimate of cost: Total, $1,300,000; section of road to be first improved, $200,000,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State:
(Amount.)

Current Income Sufficient to insure completion: Chap 175, Laws 1917; Chap 31, Laws 1927
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—5073

7. **Funds for maintenance to be provided by** State, County and/or City, **from the following**
(State or (and) county.)

sources: Current Income + State; Chap 41, Laws 1927
(Refer to statute.)

8. **Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project:** Treasurer of the State of Oregon

9. **Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:**

10. **Places on the project having a population of 2,500 or more as shown by the latest Federal census:**

Portland

11. **Additional remarks:**

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

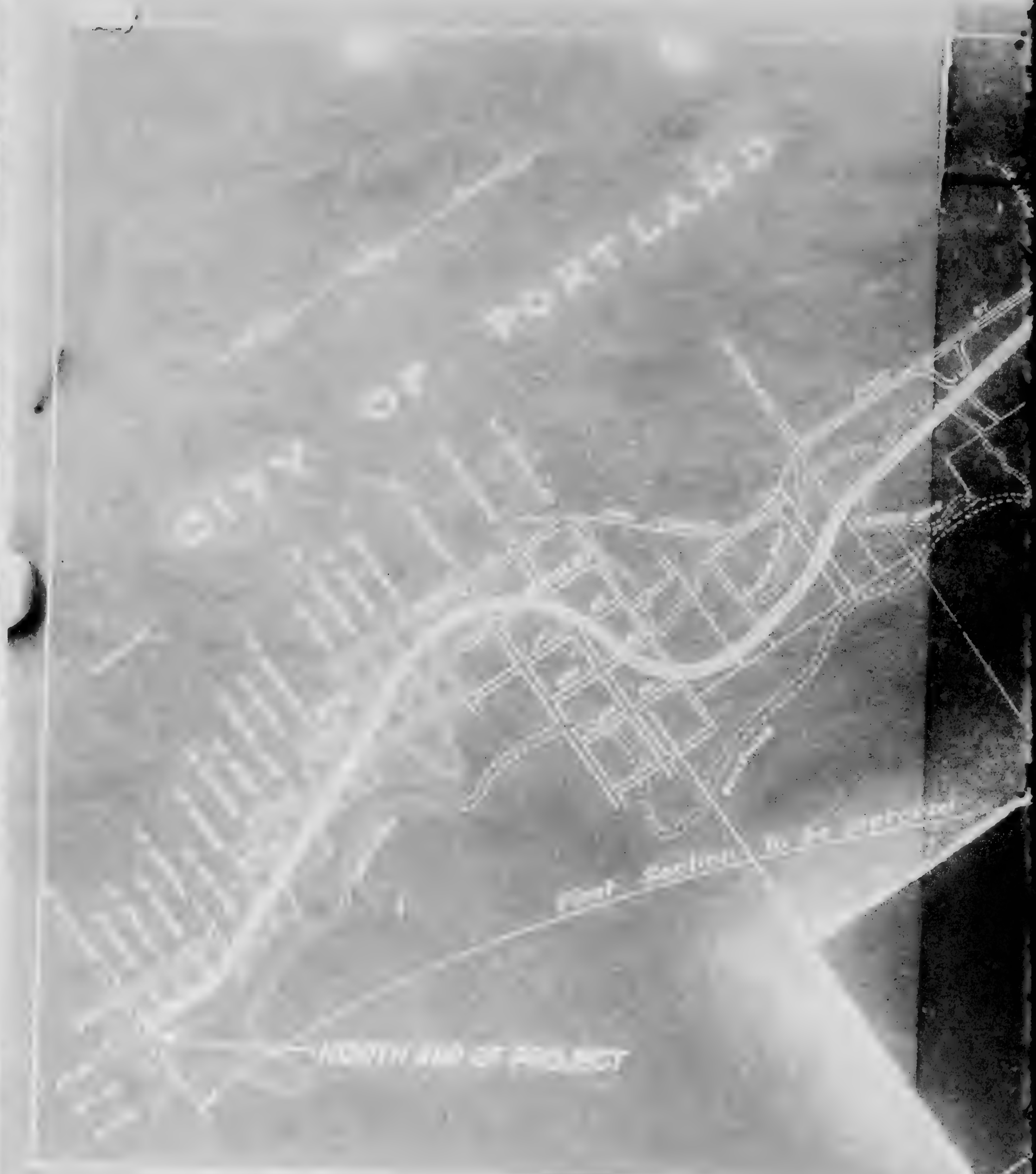
As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)


CITY OF PORTLAND
First section to be [illegible]
NORTH END OF PROJECT

Base Line

WASHINGTON CO.

CONTRACT#1515,

NRH 62-A Emigrant Springs-Summit

1515

#1515

62 a

December 3, 1935

United States Fidelity & Guaranty Co.,
G. B. Eckles, Manager
Porter Building
Portland, Oregon

Gentlemen:

I am attaching a copy of affidavit of Henry Foott together with his application for certified copy of contract and bond covering the surfacing of the Emigrant Springs–Summit Section of the Old Oregon Trail in Umatilla County. This contract was awarded to Northwest Roads Company in 1934, being State Highway Contract No. 1515.

These enclosures, which are self-explanatory, are being sent to you as you appear as surety on the bond furnished by the contractor in connection with this project.

Yours very truly,

HBG:MC
Secretary

encl.

cc – Northwest Roads Co.,
P. O. Box 3072
Portland, Oregon

RAUCH & COLON
ATTORNEYS AT LAW
YEON BUILDING
PORTLAND, OREGON

GEO. L. RAUCH
JOHN M. COLON

November 29, 1935

State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Honorable Sir:

I am herewith enclosing to you for completion of your records the affidavit of Henry Foott and the application for certified copy of contract and bond of Northwest Roads Company.

Please let me thank you for your courtesy and kindness in forwarding this copy as you did. We have been delayed in the receipt of the affidavit or it would have been filed with our formal application. Please also permit me to thank you for the further information contained in your letter. This is consistent with the fine, high type of courtesy and efficiency we have always found to be practiced in your office, and we hope that if at any time it is possible for us to return the favor, you will consider us yours to command.

Yours respectfully,

Geo L Rauch.

GLR:VP
Encs.

STATE OF OREGON)
: SS.
County of Multnomah)

I, HENRY FOOTT, being first duly sworn, depose and say:

That I rendered, furnished, and supplied labor and materials for the prosecution of certain work known as the Emigrant Springs-Summit Section of the Old Oregon Trail, consisting of 6.5 miles of rock surfacing and 7.1 miles of bituminous macadam construction, to and through Northwest Roads Company, contractors, in the performance of the said work, and that payment for said labor and materials has not been made; and that the within affidavit is made for the purpose of obtaining certified copy of the contract and surety bond under and by virtue of the terms of which Northwest Roads Company engaged in said work, and the payment by them for labor and materials furnished them was guaranteed and secured.

x Henry Foott

Subscribed and sworn to before me

this 27th day of November, 1935.

Geo. M. Rauch.
Notary Public for Oregon

My com. exp. Mar. 8, 1937.

RAUCH, MAC VEAGH & COLON
ATTORNEYS AT LAW
YEON BUILDING
PORTLAND, OREGON

To:

H. B. Glaisyer,
Secretary Oregon State Highway Commission
Salem, Oregon

In re HENRY FOOTT)
vs.)
NORTHWEST ROADS COMPANY)

APPLICATION FOR CERTIFIED COPY OF CONTRACT AND BOND SUPPORTED BY AFFIDAVIT OF HENRY FOOTT

Honorable Sir:

Henry Foott, an individual, does hereby make formal application to you for a certified copy of the contract and surety bond in re Northwest Roads Company, contractors on Emigrant Springs-Summit Section of the Old Oregon Trail, consisting of 6.5 miles of rock surfacing and 7.1 miles of bituminous macadam construction, and a true carbon copy of the within application and affidavit of Henry Foott has been forwarded to the County Court for the County of Umatilla, Oregon.

This application is made for the reasons shown in the following affidavit of Henry Foott, to-wit: That labor and materials for the prosecution of the work on the above section of the highway has been supplied by applicant, and payment for the same has not been made.

THEREFORE, based upon this application and the affidavit of Henry Foott supporting it, applicant at this time respectfully applies for and requests from your high office a certified copy of the said contract and surety bond supporting it, and guaranteeing payments thereunder to material men and others.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 27th day of November, 1935.

Henry Foott (SEAL)

RAUCH, MAC VEAGH & COLON
ATTORNEYS AT LAW
YEON BUILDING
PORTLAND, OREGON

62 a

November 22, 1935

Mr. George L. Rauch
Attorney at Law
Yeon Building
Portland, Oregon

Attention Mr. V. E. Peyton

Dear Sir:

I am forwarding to you today by express certified copy of State Highway Commission contract No. 1515 with the Northwest Roads Company for construction of the Emigrant Springs-Summit Section of the Old Oregon Trail, Umatilla County, Oregon. This copy is being forwarded to you prior to the receipt of the required affidavit, inasmuch as it is our understanding that you are in a hurry for it. However, we will expect receipt of the affidavit within the next two or three days.

Our records disclose that this job was completed by the contractor September 10, 1934, and was accepted by formal action of the State Highway Commission on September 21, 1934.

Very truly yours,

STATE HIGHWAY COMMISSION
BY

Secretary

HBG:MBL

#1515

Uma. Co

November 19, 1935

Mr. George L. Rauch
Attorney at Law
Yeon Building
Portland, Oregon

Dear Sir:

I have your letter of the 18th inst., requesting a copy of a bond given in the State Highway job at Meacham, which you state was completed about a year ago.

The description that you give of this job is rather indefinite, although we presume that you have reference to the Northwest Roads Company contract for the construction of the Emigrant Springs-Summit Section of the Old Oregon Trail, consisting of 6.5 miles of rock surfacing and 7.1 miles of bituminous macadam construction, being State Highway Contract No. 1515. To make absolutely certain that we send you the proper bond, will you kindly verify the above? If that is not the job that you have in mind, please furnish us with the name of the contractor and any other information that might be used in identifying the job,.

I presume that you wish to use this bond in connection with some claim against the contractor; therefore, the bond should be certified. Will you please advise as to that? Also, furnish us with an affidavit of the claim, as required by statute.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:MBL

Completed Sept, 10, 1934

Accepted Sept, 21, 1934

Emigrant Springs - Summit Sect.

RAUCH & COLON
ATTORNEYS AT LAW
YEON BUILDING
PORTLAND, OREGON

GEO L RAUCH
JOHN M. COLON

RECEIVED
NOV 21 1935
OREGON

November 20, 1935

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer,
Secretary

Honorable Sir:

Upon inquiry of our clients, we find that the correct designation of the job which was described to us as the "State Highway job at Meacham", is as set out in your letter of November 19th -- "Emigrant Springs-Summit Section of the Old Oregon Trail, consisting of 6.5 miles of rock surfacing and 7.1 miles of bituminous macadam construction, being State Highway Contract No. 1515."

We are preparing affidavit and application for certified copy of bond of Northwest Roads Company, but in the meantime we would greatly appreciate your advising us of the date of the completion of this contract.

Thanking you for your courtesy in this matter, we beg to remain

Yours respectfully,

GEO. L. RAUCH

By VEPeyton:

VP

GEORGE L. RAUCH
ATTORNEY AT LAW
YEON BUILDING
PORTLAND, OREGON

ASSOCIATES
CICERO M. IDLEMAN
ROLFE W. SKULASON

November 1[illegible], 19[illegible]

H. B. Glaisyer, Esq.
Secretary, Oregon State Highway Commission
Salem, Oregon

Honorable Sir:

Kindly furnish us with a copy of the bond given in the state highway job at [illegible] which we understand was completed about one year ago.

Thanking you in advance for this courtesy, and for the many other kind favors received in the past from your office, we beg to remain

Yours respectfully,

GEO. L. RAUCH

By V E Peyton

Vr

[illegible] this claim [illegible] delay the payment of any amount due you in connection with this job unless something unforeseen should arise in the meantime.

Very truly yours,

HBG:OG

Secretary.

#1515

October 31, 1934

62-A

Northwest Roads Company
P. O. Box 5072
Portland, Oregon

Attention: Mr. R. C. Kirk

Gentlemen:

Reference is made to your letter of October 29th regarding the claims of Mrs. W. H. Chelf, Proprietor of Mother's Inn at Meacham, arising out of your contract with the State Highway Commission for the construction of Emigrant Springs-Summit Section of the Old Oregon Trail.

Your assumption is correct. In view of Mr. Devers opinion of this matter, the existance of this claim will not delay the payment of any amount due you in connection with this job unless something unforeseen should arise in the meantime.

Very truly yours,

HBG:OG

Secretary.

ESS ALL COMMUNICATIONS
TO THE COMPANY

TELEPHONE TABOR 2062

NORTHWEST ROADS COMPANY

CRAIG & WARREN ROADS
PORTLAND

P. O. BOX 5072
OREGON

October 29, 1934

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Mr. Shoemaker has asked me to answer your letter to him of October 23rd regarding the claims of Mrs. W. M. Chelf, Proprietor of Mother's Inn at Meacham, Oregon. We have submitted this claim to our Attorneys and have received their written opinion that neither Northwest Roads Company nor its surety is liable for the payment of the claim, in view of the fact that we provided facilities for Boarding and Lodging the workmen as required in the contract, and that Mother's Inn was not one of the places so provided by us.

This appears to confirm the opinion of your Attorney, Mr. J. M. Devers, as stated in your letter.

In view of the above, we assume that the Chelf claims will not delay the payment of any amounts which may be due us upon Engineer's Estimates for the Emmigrant Springs contract. We would appreciate hearing from you as to whether or not this assumption is correct.

Very truly yours,

NORTHWEST ROADS COMPANY

R. C. Kirk

R. C. Kirk
Treasurer

RCK:ZA
Copy to U. S. F. & G. Co., Mr. Eckles

1515

October 29, 1934

62-A

United States Fidelity & Guaranty Co.,
G. B. Ecklas, Manager
Porter Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1515 covering construction work on the Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County has been completed by the contractor, Northwest Roads Company, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 9, 1934.

The State has been advised of the following claims against this job:

Mrs. W. M. Chelf, for board furnished employes $89.61

You are advised that the State assumes no responsibility for this claim or for any other claim incurred in the performance of this work.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $113,780.21 including the final payment. Of this amount $184.19 is for force account work.

Yours very truly,

MC

Secretary

October 25, 1934

62A

Northwest Roads Company
P. O. Box 5072
Portland, Oregon

Attention: Mr. Theodore Shoemaker,
President

Gentlemen:

Reference is made to your letter of October 3 regarding the claims of Mrs. W. M. Chalf, proprietor of Mother's Inn at Meacham, against certain men who were employed by you on your Emigrant Springs job in Umatilla County.

I have consulted with our attorney, Mr. J. M. Devers, regarding this matter and he advises me that, if your statement is correct, and we have no reason to doubt it, then, in his opinion, neither the Northwest Roads Company nor its surety would be liable for the payment of the claims. I thought you would be interested in receiving this information.

Yours very truly,

HBG:MC

Secretary

SCOTT, CHAIRMAN, PORTLAND
L G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

October 17, 1934

Mr. R. H. Baldock,
Office.

Dear Sir:

I am returning herewith the letter written to Mr. Glaisyer dated October 3rd by the Northwest Roads Company relative to a claim for board owed Mother's Inn at Meacham, Oregon. The board bills it appears were contracted by men in the employ of the Northwest Roads Company. If the statement made by the Northwest Roads Company relative to these board bills is correct then it is my opinion that the contractors would not be liable nor would their sureties.

From the statement made in the contractor's letter to you it would appear that credit was extended to the men themselves and not to the contractor and the boarding house evidently looked to the boarders to pay their own bills. It does not appear that the contractor made any representations or assumed any liability or had anything to do with the conduct of the boarding house.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW
Inc.

REFERRED TO
Glaisyer
By State Highway Engineer

So reply.

COMMUNICATIONS
TO THE COMPANY

TELEPHONE TABOR 2062

NORTHWEST ROADS COMPANY

CRAIG & WARREN ROADS
PORTLAND

P. O. BOX 5072
OREGON

RECEIVED
OCT 4 1934
LEGAL DEP'T

October 3, 1934

REFERRED TO
D.W. Dorris
[illegible] State Highway Engineer

Are this
correct in
[illegible]
[illegible]

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Subject: UMATILLA COUNTY PROJECT

Dear Sir:

We have your letter of September 27th advising that Mrs. W. M. Chelf, proprietor of Mother's Inn at Meacham, Oregon, has claims for Board against certain men who were employed on our Emmigrant Springs, Umatilla County Project.

During our construction at Meacham we arranged boarding facilities for our employees, although they were at liberty, as stated in our contract, to board any place they pleased. The establishment operated by Mrs. W. M. Chelf was not an establishment with which we had any arrangements in the name of Northwest Roads Company, although our Cashier, Mr. A. A. Walther, continually warned Mrs. Chelf of the importance of collecting board bills regularly but Mrs. Chelf, in each case, advised Mr. Walther that her accounts were in good order and that "the boys" had been boarding with her for a long time and she knew they w would pay their bills.

We do not believe the status of these board bills is any different than the status of obligations contracted by the families of the same men perhaps in the City of Portland, Oregon. We regret exceedingly that Mrs. Chelf should suffer a loss but we do not hold these items as an obligation of Northwest Roads Company.

The status of an obligation contracted by Henry Foott in the amount of $50.85, we consider in a different light as this involved Garage facilities on equipment which was operated on our work. Henry Foott, under date of September 28th, made a remittance to the Meacham Garage in the amount of $32.85 leaving an alleged balance due of $18.00. There apparently is a misunderstanding between Meacham Garage (Mrs. W. M. Chelf) and Henry Foott regarding rates that were to be charged and, although it will result in a loss to our Company, we are making arrangements for Henry Foott to pay this item in full which will clear the account except for board bills which we do not consider an obligation of our Company.

Very truly yours,

NORTHWEST ROADS COMPANY

Theodore Shoemaker, Pres.

TS:ZA

#1515

62-A

October 23, 1934

United States Fidelity & Guaranty Co.
G. B. Eckles, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by Mrs. W. M. Chelf against the bond furnished by the Northwest Roads Company in connection with State Highway Contract No. 1515 which was awarded to the Northwest Roads Company for construction work on the Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County. As you will note, this claim amounts to $89.61 and represents table board furnished truck drivers engaged on this job.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC Secretary

cc - Northwest Roads Co.,
P. O. Box 5072,
Portland, Oregon

October 25, 1934

Hon. P. J. Stadelman
Secretary of State
CAPITOL BUILDING

Dear Sir:

This is to acknowledge receipt of your communication of October 22 with attached copies of notice of claim which has been filed by Mrs. W. M. Chalf of Meacham against the bond taken from Northwest Roads Company in connection with State Highway Contract No. 1515 which was awarded the Northwest Roads Company for construction work on the Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County. We note this claim amounts to $89.61 and represents table board furnished certain truck drivers engaged on this job.

In accordance with our usual practice we are today notifying the surety and the contractor of this claim.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

Geo. H. Flagg,
Chief Deputy

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

[illegible] 19

October 22, 1934

Oregon StateHighway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a supplemental notice of claim by Mrs. W. M. Chelf for $89.61 against the bond taken from Northwest Roads Company, principal, and U. S. Fidelity & Guaranty Company for work on the Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

COPY

Pendleton, Oregon,
October 19, 1934.

TO THE STATE OF OREGON:

Notice hereby is given that the undersigned, Mrs. W. M. Chelf, has a claim for provisions furnished in the form of board as follows:

Ted Ludlowe	$ 5.66
Ted Merriman	18.88
Max Stroud	14.30
J. C. McNabb	40.07
Sam Rainville	10.70
Total	$ 89.61

truck drivers for Northwest Roads Company at Meacham, Oregon, against the bond taken from the Northwest Roads Company, as principal, and the United States Fidelity & Guaranty Company, G. B. Eccles, General Manager, Porter Building, Portland, Oregon, as surety, for the construction of the Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County.

The above mentioned provisions in the form of board was furnished the above named truck drivers during the time they were actually employed by Northwest Roads Company in construction of the said Emigrant Springs-Summit section of the Old Oregon Trail, Umatilla County, Oregon.

MRS. W. M. CHELF (signed)
Mrs. W. M. Chelf,
Meacham, Oregon.

Endorsed: File No. 2454
Filed October 22, 1934
P. J. STADELMAN,
Secretary of State

#1515

62-A

October 17, 1934

Union Oil Company of California,
Sprague Ave., & Monroe Street,
Spokane, Washington.

Attention: D. E. Nichols.

Gentlemen:

In response to your inquiry of October 16th we wish to advise that the Northwest Roads Company Contract No. 1515 for the construction of the Emigrant Springs-Summit Section in Umatilla County, was accepted on September 21, 1934.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

MAIN 3266

SPRAGUE AVE. AND MONROE STREET
Spokane, Wash.

October 16, 1934

Director of Highways
State of Oregon
Salem, Oregon

Re: Northwest Roads Co. Inc.
State of Oregon Contract
No. 1515

Gentlemen:

We would appreciate your advising us as quickly as possible if the subject contract has been accepted and the date that it was accepted.

Thanking you for favoring us with your early attention to this request, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D.E. Nichols
WSN

District Credit Supervisor

WSN:AC

#150

Uma. Co

62-A

October 10, 1934

Mr. P. J. Stadelman
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of October 9 enclosing copies of notice of claim that have been filed in your office by Mrs. W. E. Cheef of Meacham against Northwest Roads Company which has the contract for the construction of the Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County; said claim being for board furnished to truck drivers employed by the contractor.

We are today sending copies of the notice to the contractor and its surety.

Very truly yours,

Secretary

HBG:AJ

October 10, 1934

U. S. Fidelity & Guaranty Company
Porter Building
Portland, Oregon

Gentlemen:

We are enclosing copy of notice of claim that has been filed with the Secretary of State by Mrs. W. M. Cheef against State Highway Contract No. 1515 which was awarded to Northwest Roads Company for the construction of the Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County.

The claim is for board furnished to truck drivers employed by the contractor.

This information is given you as you appear as surety on the bond of the contractor.

Very truly yours,

Secretary

MJ

cc Northwest Roads Co.
Box 5072
Portland, Oregon

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

October 9, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Mrs. W. M. Cheef for board furnished against the bond taken from Northwest Construction Company for work on the Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County which was filed in this office on October 1st.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman

Secretary of State

HM
encs. 3

Meacham Ore

Sept 28-34

Secretary of State

Dear Sir: Mr. Baldock, State Highway Engineer, of Salem Ore advises me to file my claim with the Secretary of State in accordance with the Chapter 260 for board bills contracted by truck drivers for the Northwest Construction Co. at Meacham Ore this spring and summer. I furnished board and free bunk houses for them

Ted Ludlowe	5.66
Ted Merriman	18.88
Max Stroud	14.30
J. C. McNabb	40.07
Sam Rainville	10.71
	8962

The job was the Emigrant Springs-Summit Section of Old Oregon Trail in Umatilla Co.

Respectfully

Mrs. W. M. Cheef

Mothers Inn

Meacham Ore

Endorsed: file No. 2453
filed October 1, 1934
P. J. STADELMAN,
Secretary of State

#1515

62A

October 2, 1934

Northwest Roads Company
P. O. Box 5072
Portland, Oregon

Gentlemen:

I enclose for your information a copy of a letter just received from Mr. W. M. Chelf, Meacham, with further regard to a claim against Mr. Henry Peott who worked for you on your contract near Meacham.

Very truly yours,

Secretary

HBG:AJ

October 2, 1934

Mr. W. M. Chelf
Meacham Garage
Meacham, Oregon

Dear Sir:

We acknowledge receipt of your letter of September 28 with regard to your claim against Mr. Henry Foott.

This is being brought to the attention of the Northwest Roads Company by whom, you state, Mr. Foott was employed.

Very truly yours,

Secretary

MBG:AJ

[illegible]ham Ore

Mr R H Baldock Sept 28-34

Mr H B Glaisyer Secy

Oregon State Highway

Dear Sirs: Amongst other bills that I sent you, contracted by the Northwest Roads Construction Co was the Auto Truck contractor Mr Henry Foott of Portland, my bill was 50.85. I just received a check for 32.85, he saw fit to discount this much himself saying he does no owe me the 18.00 dollars left unpaid. He has paid 10.00 a month for storage, use of machinery, and pumping air for tires, (we use a Kohler Plant to pump up air), and these big tires use it up, he paid our price the first months and, now when he has his final

51.85

this is [illegible] he wants do to us, I hope you can make this right.

Very Respectfully

W Mitchell
Meacham Garage
Meacham
Ore

$50^{\underline{83}}$

MEACHAM GARAGE
AND SERVICE STATION

W. M. CHELF, PROP.

Gas, Oils   Wrecking Car   Repairing

MEACHAM, OREGON

Mr Henry Foott

Sept 6 - 34

July 1–	1 cable clamp	25
	grinding spring	25
		75
	1 boot	1.50
	1 boot	25
	cement	20
	2 batteries	75
	1 boot	25
	grinding sprg	25
		50
	1 boot	2.5
	cement	30
	drilling	3.0
July 30	2 snaps	40
	loops to side [illegible]	25
	1 boot	50
	1 boot	25
	grease	
	cash to Lewis (terms)	2.00
		30
	drilling	50
	needle finger	25
	ground line	25
	soldering gas line	50
	pull out patch	50
	cement	35
	Tape and drilling	50
	2 x 4 lumber	
	office rent 3 mo	6.00
	use of garage 3 mo 10.00	30.00
	glass in door	1.50
		51.75

#1515

62 A

September 27, 1934

Northwest Roads Company
Box 5072
Portland, Oregon

Gentlemen:

We have just received a letter from Mrs. W. M. Chelf, Proprietor of Mother's Inn, Meacham, Oregon, in which she advises that she has claims for board against a number of men in your employ on the Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County, which claims are as follows:

Ted Ludlowe	$5.66
Ted Merriman	18.88
Max Stroud	14.30
J. C. McNabb	40.07
Sam Rainville	10.71
Henry Foot	50.85.

Mrs. Chelf states that the men all promised to pay her before they left Meacham but that they did not keep their promises. The matter is being referred to you to take the necessary steps to see that Mrs. Chelf's claims are satisfied.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jm

September 27, 1934

Mr. W. M. Chelf, Proprietor
Mother's Inn
Meacham, Oregon

Dear Madam

We have your letter of September 24 advising us of your claims against some men working for the Northwest Roads Construction Company near Meacham. I am bringing your letter to the attention of the Northwest Roads Company inasmuch as they are responsible for the men in their employ and I trust that you will have no difficulty in collecting the amount due you.

I might state that the Northwest Roads Company furnished the State with a surety bond for the protection of claims in connection with their contract for the construction of the Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County, which bond was written by the United States Fidelity & Guaranty Company, G. B. Eccles, General Manager, Porter Building, Portland. It might be well for you to bring this matter to the attention of the bonding company and also to file your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of 1931, mimeographed copy of which is inclosed.

We are assuming, of course, that your claims are in connection with the above contract.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:m

Mothers Inn

MEACHAM GARAGE
AND SERVICE STATION
W. M. CHELF, PROP.
Gas, Oils Wrecking Car Repairing
MEACHAM, OREGON

Sept. 24-34

62 A

Mr R H Baldock
State Highway Dept.
Salem Ore

Dear Sir: One of the State men at La Grande Ore told me to turn these bills over to you, they were all truck drivers for the Northwest Road Construction Company who boarded here at my place "Mothers Inn", at Meacham, they all promised to pay but, all skipped out with out seeing me it is nearly a 100.00 dollars and is a great loss to me.

Ted Ludlowe	5.66
Ted Merriman	18.88
Max Stroud	14.30
J. C. Mc Nall	40.07
Sam Rainville	10.71
also	
Mr Henry Foot truck contactor	50.85

Hoping you will kindly do something for me I am
Respectfully
Mrs W M Chelf
Mothers Inn
Meacham Ore

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

ISSION

IN REPLY PLEASE REFER TO FILE No.

. L. J. Shannon
to sprinkling
~~uit Section~~
macadam sur-
m, has been

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FORM 9-34 18743 10M 9-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

62 A

September 25, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Northwest Roads Company,
Portland, Ore.

Gentlemen:

Correspondence between your Mr. L. J. Shannon and W. C. Williams, Division Engineer, relative to sprinkling and screenings placed on the Emigrant Springs-Summit Section during the interim between the finishing of the macadam surfacing and construction of the bituminous macadam, has been referred to this office.

The specifications for that project were written to include both surfacing and oiling in order that the contractor could so arrange operations that the oiling would immediately follow the construction of the macadam and there would be no expensive maintenance for the state to assume, and we feel that the contract is definitely written to require the contractor to assume this [illegible]. However, we do not wish to appear arbitrary or unreasonable in this matter and will be glad to discuss it further with you at any time when convenient.

The final estimates are now being checked in the Salem office and it is suggested that if you wish to discuss this further it should be done in the near future in order that the job may be closed.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

HGS/H

H. G. Smith,
Construction Engineer.

CC to
R. H. Baldock

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 21, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. E. G. Smith

Dear Sir:

Mr. L. J. Shannon on behalf of the Northwest Roads Company,has requested that payment be made for water used in sprinkling and screenings used in maintaining the Emigrant Springs-Summit Section after the same was turned over to the contactor for maintenance.

On July 18th the contractor was informed by the resident engineer that he should, effective immediately, assume full responsibility of maintenance. The contractor replied under date of July 25th protesting this order, stating that they believed the company entitled to payment for materials used in said maintenance. A copy of the Resident Engineer's letter to the contractor, the contractor's reply and Mr. Shannon's letter requesting payment for the same, are enclosed herewith.

Whether or not there is any merit to the claim of the contractor rests, in my opinion, entirely in the interpretation that may be placed in the special provisions covering this item. In accordance therefore with the conversation of Mr. Baldock, you and I relative to this matter, the same is being referred to you with the understanding that the contractor will receive payment for these items providing he waives all claims to any other extra compensation for work performed on the contact.

The material receipt books showing a total of 779.75 M gallons of water and 104.0 cubic yards of screenings are included with other records submitted. The original receipts which ordinarily are furnished the contractor upon delivery, are also included as these receipts naturally were not furnished to the contractor until the matter was decided.

In the event that you decide to allow payment for these items in question, the items are to be added to the semi-final estimate as submitted.

Very truly yours,

W C Williams
Division Engineer.

WCW:OG
Encls.
cc R. H. Baldock

[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 21, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Mr. L. J. Shannon on behalf of the Northwest Roads Company, has requested that payment be made for water used in sprinkling and screenings used in maintaining the Emigrant Springs-Summit Section after the same was turned over to the contactor for maintenance.

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In the event that you decide to allow payment for these items in question, the items are to be added to the semi-final estimate as submitted.

Very truly yours,

Division Engineer.

WCW:OG
Encls.
cc R. H. Baldock

FORM 2-H-1 14800 500 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 21, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. M. G. Smith

Dear Sir:

I am enclosing Price Agreement No. 3 on the Emigrant Springs-Summit Section, contract No. 1515.

This price agreement covers the purchase of 500 cubic yards of crushed rock in stockpile at 90¢ per yard.

No maintenance rock was produced under the contract, and this material will be needed in future maintenance operations. The price of 90¢ per yard was very low and I recommend the approval of the price agreement and purchase of therock.

Owing to the fact that the rock must be purchased with State funds, additional project authorization will be required.

These quantities are included in the semi-final estimate which is being submitted this date.

Very truly yours,

W C Williams

Division Engineer.

WCW:OG
Encl.

cc R. H. Baldock.

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 21, 1934.

12-2

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Emigrant Springs-Summit Project.
Semi-final estimate.

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing herewith semi-final estimate on the Emigrant Springs-Summit Section, Old Oregon Trail, contract No. 1515, all work on which contract was satisfactorily completed by the Northwest Roads Company on September 10, 1934.

In support of the semi-final estimate the following records are being sent to you by express:

- 180 material receipt books
- 1 book culvert notes
- 1 book summary sheets and asphalt invoices
- 7 material receipt books of water used for maintenance purposes, which quantities are not included in the semi-final estimate.
- 1 material receipt book of screenings used for maintenance, which are not included in the semi-final estimate
- Original receipts for maintenance, water and sprinkling, which receipts were not furnished to the contractor.

The total cost of the project as shown by the estimate is $117,808.17 as compared to the project authorization of $120,860.50. If payment is made for the water and screenings not included in the estimate costing $1,478.96, the total cost of the project will be $119,287.13.

Some variation of total quantities as compared with estimated quantities occurred and explanations of the same I will outline herewith:

An increase of approximately 7,000 cubic yards of "Special Borrow" resulted from the placing of approximately

[illegible] M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith: -2- 9/21/34 - Re: Emigrant Springs-Summit Project.
Semi-final estimate.

1,000 cubic yards of special borrow per mile in liew of scarifying as covered in price agreement No. 1. The haul for the special borrow was increased accordingly.

"Rock Backfill in Drains" under-ran as some of the materials excavated were suitable for replacement which replacement eliminated the necessity of placing as large an amount of backfill as was estimated.

"18 in. culvert pipe" over-ran due to the necessity of placing one additional culvert not included in the original plans.

"Sub-base materials in Surfacing" under-ran approximately 1700 yards, these quantities being reduced aproximately 600 yards per mile as per terms of price agreement No. 1.

"Base Materials in Surfacing" under-ran ap roximately 1400 yards. The computed thickness called for in the specifications was obtained with the amounts used, and hence additional quantity was not required.

"Screenings in surfacing" over-ran approximately 1400 yards for the reason that the increased amount of sub-base materials used in lieu of scarifying required more key materials which increased both the "Screenings in Surfacing" and "Top Materials in Surfacing" items.

Considerable over-run in "sprinkling" resulted from a longer time being required to lay the crushed rock surfacing than was anticipated. In addition, the over-run of key materials required additional sprinkling.

Items used in construction of the bituminous macadam and rock shoulders checked very closely to the estimated amounts and no explanation is required.

Very truly yours,

W C Williams

Division Engineer.

WCW:OG
cc R. H. Baldock.

Form 330—4M—9-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Sept. 15, 1934

Section Emigrant Springs-Summit

Kind of work Surfacing & Oiling

Highway Old Oregon Trail

Section prefix 30 PR NRH 62-A

Contractor Northwest Roads Co.

Contract number 1515

Date of contract Oct. 5, 1933

Date of completion Aug. 31, 1934

Date work started Oct. 15, 1933

Estimated date of completion ......, 193..

Amount of contract $ 109,873.00

Per cent of time elapsed ......%

Estimated cost of completed project, exclusive of engineering $ 112,308.17

Per cent of contract completed, based on total contract price ......%

Engineering costs to date, $ 5500.00, 4.9 %

Date project was completed Sept. 10, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed on Sept. 10, 1934.

DECEIVED
SEP 17 1934

Dean Swift
Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		6.05		7.1	
Miles partially completed		----		---	
Miles completed		6.05		7.1	
Total estimated quantities		61,390		12,231	
Estimated quantities moved or placed to date		61,390		12,231	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				6	
Average force on project for week				12	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	U.S. Employment Service						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men		9				3	12
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., Blades 2, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 5-H-1 14380 300 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

L-2a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 29, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing herewith price agreement on the Emigrant Springs-Summit Section, contract #1515, covering the barreling of 17 tons of asphalt. This material is being furnished in barrels at cost, and it is therefore my recommendation that the price agreement be approved.

No additional project authorization will be required.

Very truly yours,

WCWillia

Division Engineer.

WCW:OG
Encl.

cc R. H. Baldock.

62a

HOTEL BOISE
LES BOIS

DOLPH S. EDMISTON
MANAGER

BOISE, IDAHO

Aug. 13, 1934

RECEIVED
15 1934

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway,
Salem, Oregon.

Subject: Umatilla County-Immigrant Springs Section.

Dear Sir:

I have been advised by long distance telephone of the contents of your recent letter regarding conditions of labor and hours of work on the above project.

This is the first intimation that our office has had that there are any possible violations of the terms of our contract.

I am leaving immediately for Meacham, Oregon, and will make full investigation of the situation, and I am confident there has been some misunderstanding as very definite instructions have been given to all our branches that full compliance with all of the terms of our contracts are demanded.

Very truly yours,

NORTHWEST ROADS COMPANY

By Theodore Shoemaker
Theodore Shoemaker

S:D
AIR MAIL

[illegible]

BOISE'S COMMUNITY HOTEL

FORM 9-M-1 13001 500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

62-a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 11, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. R. G. Smith

Dear Sir:

I am enclosing Extra Work Order No. 1 on the Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County. This order covers the lowering of grade in order to fit the Meacham over-head crossing, and as per terms of Price Agreement #1 the subgrading is extra work outside the principal contract.

Additional project authorization will not be required.

Very truly yours,

W C Williams

Division Engineer.

WCW:OG
Encl.

cc R. H. Baldock.

NOTED
Asst. Highway Engineer

FORM 8-M-1 14879 500 5-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

12A

July 26, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert

Dear Sir:

On July18th the Northwest Roads Company was informed that they would be responsible for all maintenance on that portion of the Emigrant Springs-Summit Section on which the surfacing had been completed. They have protested stating that it is their belief that they should be compensated for all materials used in said maintenance, which applies to sprinkling. It is my contention that the State is not required to pay for sprinkling or any other portion of the maintenance as per the last paragraph on page 18, special provisions of their contract #1515.

Will you kindly advise your interpretation of the specifications? In the meanwhile we are keeping a check of all sprinkling in order that they be compensated if the specifications are so interpreted.

I am enclosing a copy of the letter of protest received from the Northwest Roads Company.

Very truly yours,

W C Williams

Division Engineer.

WCW:OG
Encl.

cc R. H. Baldock
cc H. G. Smith

RECEIVED
JUL 27 1934

REFERRED TO
Probert
By State Highway Engineer

See me.

NORTHWEST ROADS COMPANY
P. O. Box 5072
Portland, Oregon

COPY

(COPY)

Meacham, Oregon
July 25, 1934.

Mr. Dean Swift,
Resident Engineer,
State Highway Commission,
Pendleton, Oregon

Dear Sir:

Receipt is hereby acknowledged of your letter of July 18, 1934, dealing with maintenance on our contract covering work performed on the Emigrant Springs Summit section of the Old Oregon Trail Highway.

We desire herewith to file protest against your decision which involves our taking over the entire responsibility of maintenance beginning July 18, and refer you to Paragraph 7 Page 18 of our contract. It is our belief that our company should be compensated by the State for all materials used in said maintenance.

Under such protest we are continuing maintenance, in order to avoid serious damage to the road and thereby complicating matters for both parties, but request that you instruct your representative here to keep check on all materials used until such time as this matter is definitely settled.

Very truly yours,

Lee Shannon,
Superintendent.

RECEIVED
JUL 27 1934
OREGON

62-a

June 15, 1934

Mr. H. G. Smith
Construction Engineer

Mr. S. H. Probert
Office Engineer

Dear Sir:

Herewith specification for the type of road surfacing that we are now constructing on the summit of the Blue Mountains under the direction of Division Engineer Williams. I have requested Mr. Williams to submit the specification now employed in this construction inasmuch as it appeared that the methods they are now using were very satisfactory. Please give this consideration when a similar job is to be contracted.

Yours very truly,

RHB:MC

State Highway Engineer

HAIRMAN, PORTLAND
BURNE, EUGENE
RICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 11, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As per your request I am enclosing a sketch showing the type of surfacing being constructed on the Emigrant Springs-Summit Section of the Old Oregon Trail.

The sub-base course consisting of 3500 cu. yds. of 4"-2½" crushed rock per mile is placed in one layer. This material is then shaped and rolled, after which it is keyed with 1¼"-3/4" rock at the rate of 676 cubic yards per mile, and screenings at the rate of 210 cubic yards per mile. This material is rolled and sprinkled during the time it is applied.

Base course consisting of 2½"-1¼" rock is then spread at the rate of 2000 cubic yards per mile which is keyed with 1¼"-3/4" rock at the rate of 300 cubic yards per mile, this material also being rolled and sprinkled.

A top course of 1¼"-3/4" rock is then spread at the rate of 430 cubic yards per mile and keyed with screenings at the rate of 300 yards per mile.

In order to secure compaction on the top course it was necessary to decrease the thickness of the top course materials. Actual experience showed that if too much top materials were placed, the screenings would not bind it satisfactorily and therefore the amount was decreased to approximately 430 cubic yards per mile. This gives a layer of the approximate thickness of the rock used and when keyed with screenings gives a smooth surface and remains compacted under traffic.

Very truly yours,

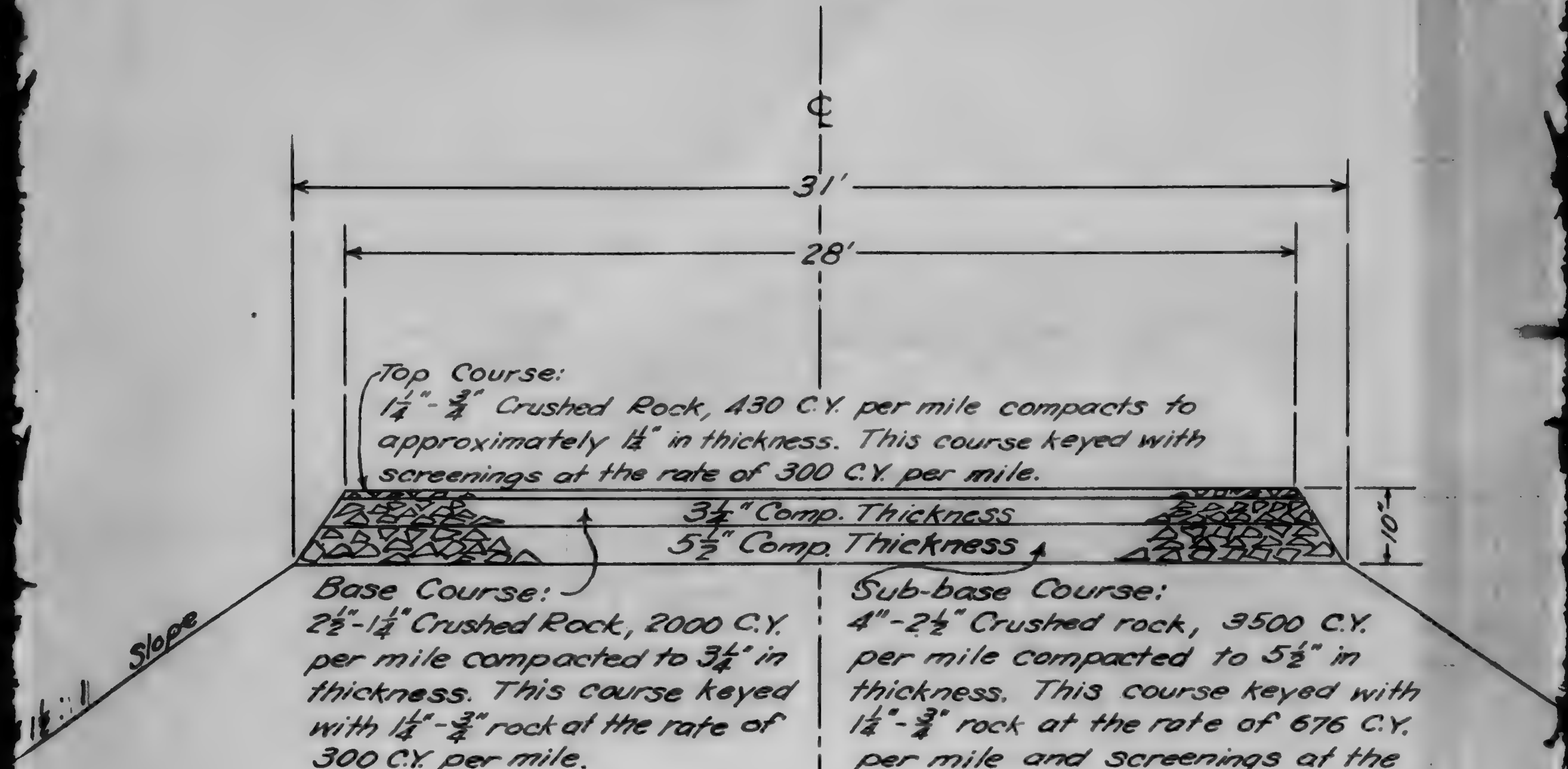
W C Williams

Division Engineer.

WCW:OG
Encl.

Top Co
1¼"-¾"
approx
screeni
Base Cour
2½"-1¼" Crush
per mile co
thickness.
with 1¼"-¾"
300 C.Y. pe
Slope
1½:1

TYPICAL SECTION
Used on
EMIGRANT SPRINGS - SUMMIT SEC.
of
OLD OREGON TRAIL
1934

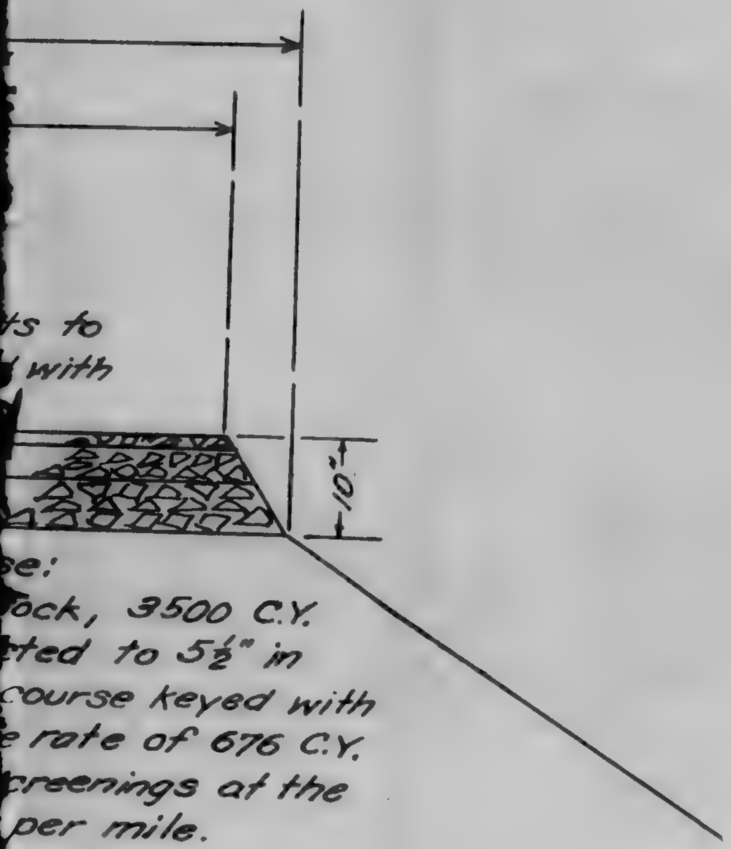


Top Course:
1¼"-¾" Crushed Rock, 430 C.Y. per mile compacts to approximately 1¼" in thickness. This course keyed with screenings at the rate of 300 C.Y. per mile.

Base Course:
2½"-1¼" Crushed Rock, 2000 C.Y. per mile compacted to 3¼" in thickness. This course keyed with 1¼"-¾" rock at the rate of 300 C.Y. per mile.

Sub-base Course:
4"-2½" Crushed rock, 3500 C.Y. per mile compacted to 5½" in thickness. This course keyed with 1¼"-¾" rock at the rate of 676 C.Y. per mile and screenings at the rate of 210 C.Y. per mile.

SEC.


ts to
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se:
ock, 3500 C.Y.
cted to 5½" in
course keyed with
e rate of 676 C.Y.
creenings at the
per mile.

FORM 8-A-1 18743 10M 3-34

Commissioners
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 21, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

PR62a

Dear Sir:

Inquiry is made concerning the price agreement executed with Homer Johnson for the payment of surplus material stockpiled at the east end of Glover Flat. This agreement was for 3741.8 cubic yards of 2½" to ½" crushed rock.

It appears that this price agreement was verbally agreed to and initiated but Mr. Johnson never formally signed the agreement nor has he received any payment for the rock. I am unable to recall the circumstances concerning the production of this rock and will appreciate it if you will review the circumstances and give a full explanation, and also advise whether any of this material has been used and if so how much is still on the ground. Also advise whether the material is necessary or adequate for future maintenance operations in that vicinity.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

PR ?

April 25, 1934

Mr. W. C. Williams
Division Highway Engineer
La Grande, Oregon

Dear Sir:

For your information, we are sending herewith a copy of the price agreement which we are asking the Northwest Roads Company to execute to cover the change in specifications which is being made in connection with the Emigrant Springs-Summit bituminous macadam project. We believe that you will find this agreement to be in accordance with the arrangements as discussed with you by Mr. Baldock.

The change is intended to result in the increasing of the amount of sub-base material approximately 600 cubic yards per mile, and in the payment for 1,000 cubic yards per mile of sub-base material at the price bid for special borrow, plus haul, the same as is allowed on special borrow. In the monthly and final estimates the 1,000 cubic yards per mile of sub-base material which is to be paid for at the reduced price should be carried in the "Special Borrow" column.

We will arrange for the securing of the signature of the Northwest Roads Company to the agreement, and executed copies will be furnished you as soon as they are available.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:HR

cc H. C. Smith
Dean Swift

—F-22877—3M—7-31

OREGON STATE HIGHWAY DEPARTMENT

PRICE AGREEMENT

Applying to Extra Work and Extra Material

Job Emigrant Springs-Summit Section, Rock Surfacing and Bituminous Macadam

Highway Old Oregon Trail

Date April 24th, 1934

County Umatilla

Contract No. 1515

Contractor Northwest Roads Company,

Price Agreement No.

Address Portland, Oregon

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: In consideration of being relieved of the work of scarifying the existing oiled macadam surfacing, the contractor consents to a reduction in the quantity of sub-base materials from approximately 3,400 cu. yds. per mile to approximately 3,000 cu. yds. per mile. He also agrees to furnish as "special borrow" 1,000 cu. yds. of 4" - 2½" crushed rock and to place the same on the road in the same manner as specified for the placing of sub-base materials.

~~Location by station numbers~~

Names of pay items, estimated quantities and agreed prices: There is to be no change in either the unit price or basis of payment for either sub-base materials or special borrow. The 1,000 cu. yds. of 4" - 2½" material to be furnished as special borrow will be paid for at the contract price for "special borrow." The hauling of the same will be paid for at the contract price for "hauling special borrow."

The changes provided for in this agreement are expected to affect the cost of the project as follows:

1.	Add 6,000 cu. yds. of Special Borrow	at $0.60	$ 3,600.00
2.	Add 12,000 yd. miles of Hauling Special Borrow	at 0.15	1,800.00
3.	Subtract 3,000 cu. yds. of Sub-base Materials in Surfacing- - - - - - - - - - - - - - - - - - - -	at 1.20	3,600.00
		Net Increase	$ 1,800.00

~~Specifications, basis of measurement and other provisions:~~

The benefit to be derived by the State is in securing a better foundation for the wearing surface through not having the existing oiled surfacing broken up by scarifying and in securing a greater thickness of crushed materials in the foundation courses.

(Use back of sheet if more space is required)

Recommended for approval:

Resident Engineer.

Signed:

Contractor.

Recommended for approval:

Division Engineer.

Approved:

State Highway Engineer.

INSTRUCTIONS: After the signature of the contractor has been obtained, submit five copies (including original copy) to the Salem Office. After approval by the State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

#1515

62-a

April 16, 1934

Richfield Oil Company of California
P. O. Box 1823
Seattle, Washington

Attention: S. E. Robbin
Division Credit Manager

Gentlemen:

Reply is made to your communication of April 13 regarding State Highway Contract No. 1515.

This contract was awarded on October 5, 1933 to the Northwest Roads Company, P. O. Box 5072, Portland, for construction work on the Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County. The work consists of 6.05 miles of rock surfacing and 7.40 miles of bituminous macadam. The amount of the contract is $109,873.00 and the bond furnished is in the same amount. The bond was written by the United States Fidelity & Guaranty Company for whom C. O. Price is the Resident Agent, with offices in the Porter Building, Portland. The date of completion specified in this contract is August 31, 1934.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

JM:MC

Richfield Oil Company
of California
WILLIAM C. McDUFFIE, RECEIVER
GENERAL OFFICE, 555 SOUTH FLOWER STREET, LOS ANGELES, CALIFORNIA
NORTHERN DIVISION
901 HARRISON STREET
Seattle

April 13, 1934

State of Oregon
Department of Public Works
Division of Highways
Salem, Oregon

Subject: Contract No. 1515

Gentlemen:

It is our understanding that the subject contract has been let to the construction firm, known as North West Roads Company, of Portland, Oregon.

We would appreciate your advice on the following items, in order that we might complete our file information:

1. Official name or number of the contract.
2. Official and correct name of the firm or individual to whom the contract was let.
3. Total amount of the contract.
4. Amount of the material bond.
5. Name and address of the bonding company furnishing the material bond.
6. Approximate expected date of completion of the job.

Please accept our thanks for your usual cooperation in this matter, and you will find a stamped envelope for your convenience in replying.

Yours very truly,

RICHFIELD OIL COMPANY OF CALIFORNIA
WILLIAM C. McDUFFIE, RECEIVER
R. R. Hall, Division Manager - Northern Division

By

S. E. Robbin, Division Credit Manager

"NO STATEMENT, REPRESENTATION, ADMISSION, OFFER, ACCEPTANCE, OR OTHER LANGUAGE PURPORTING TO HAVE LEGAL EFFECT CONTAINED IN THIS LETTER IS AUTHORIZED BY, SHALL BE BINDING UPON, OR IS MADE FOR OR ON BEHALF OF RICHFIELD OIL COMPANY OF CALIFORNIA, WILLIAM C. McDUFFIE AS RECEIVER OF RICHFIELD OIL COMPANY OF CALIFORNIA, OR THE RECEIVERSHIP ESTATE, AS THE WRITER IS WITHOUT AUTHORITY IN THESE RESPECTS."

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

Ore. USPW NRH 62-A

April 12, 1934

RECEIVED
APR 13 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal Aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Agr 6080

Form P. R. 2

State Oregon

U. S. Public Works Project No. NRH 62, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 5th day of March, 1934

by and between the Oregon State Highway Commission

constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933;

Whereas the Highway Department of said State submitted on the 6th day of December, 19 33, a project statement, which was approved by the Secretary on the 5th day of April, 19 33, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 20th day of September, 19 33; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred twenty thousand, eight hundred sixty and 30/100 dollars ($120,860.30) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1410+00 near the north boundary line of Sec. 29, T. 1 N., R. 35 E., W.M., and survey station 1784+69.2 in the S.E. 1/4 of Sec. 23, T. 1 S., R. 35 E., W.M. (excepting therefrom that portion between survey station 1604+00 and 1607+24.9), length 7.049 miles, in Umatilla County, being Section A of Oregon U.S. Public Works project No. NRH 82, consisting of 7.049 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span, known ~~[illegible]~~ locally as the Emigrant Springs - Summit section of the Old Oregon Trail (Federal Aid Route No. 1, U. S. Highway No. 30), between official control points Pendleton and LaGrande.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of one hundred twenty thousand, eight hundred sixty and 30/100 dollars ($ 120,860.30), certified to the Secretary of the Treasury as above mentioned, which [illegible]

~~dollars ($~~ is ~~)~~ the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[illegible]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3d day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931

By

Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRH 62-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 120,860.30 as the total estimated cost of said project, and the sum of $ 120,860.30 as the share of the United States, payable under said acts on account of such project, which d~~[illegible]~~ ~~pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 3d day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~[illegible]~~

By P St J Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4829

March 7, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Emigrant Springs-Summit Section, Project No. NRH 62-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

62-a

February 28, 1934

Northwest Roads Company
P. O. Box 5072
Portland, Oregon

Attention: Mr. Shoemaker

Gentlemen:

Receipt is acknowledged of your letter of February 26th, requesting permission to operate on a 40-hour per week basis on your contract for the surfacing of the Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County.

We are sorry to have to advise that the 40-hour per week basis of employment can be used only on projects where provision for employment on that basis has been made prior to the receiving of bids. As no such provision was made for the Emigrant Springs-Summit Project, the use of the 40-hour per week basis of employment cannot be permitted.

For your information in this connection, we are enclosing sheets four and five of the federal regulations in regard to this matter.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

R. H. Probert
Office Engineer

RHP:ER

cc A. C. Johnson
cc Alex Manning, Mgr.
National Reemployment Service
Portland, Oregon
cc A. A. Walther
Meacham, Oregon

ALL COMMUNICATIONS
TO THE COMPANY

TELEPHONE TABOR 2062

NORTHWEST ROADS COMPANY

CRAIG & WARREN ROADS
PORTLAND

P. O. BOX 5072
OREGON

February 26th, 1934.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir: SUBJECT: UMATILLA COUNTY, MEACHAM, OREGON.

We believe existing conditions at Meacham, Oregon due to a scarcity of local labor place our contract No. 1515 in a category where employment on a 40 hour per week basis should be permissible.

We understand such recommendation from your department will meet with the favorable approval of Mr. A. G. Johnson, Executive Secretary, Portland, Oregon and Mr. Alex Manning, Manager, National Reemployment Service, Pendleton, Oregon.

We would appreciate your taking suitable action so that we may allow labor to work 40 hours per week.

Thanking you, we are

Very truly yours,

NORTHWEST ROADS COMPANY

By
Theodore Shoemaker
President.

CC. A. G. Johnson, Executive Secretary, National Reemployment Service,
Portland, Oregon.
Alex Manning, Manager, National Reemployment Service, Portland, Oregon.
A. A. Walther, Meacham, Oregon.

REFERRED TO
Propert
State Highway Engineer
Talk this over with
Smith & advise.

62-a

November 2, 1933

Northwest Roads Company
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are today forwarding to you by express an executed copy of contract No. 1515 awarded to you by the State Highway Commission for the construction of the Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jn

October 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Emigrant Springs-Summit Section, Project No. NRH-[illegible].

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department National Recovery Highway
Project No. NRH 63-A

EMIGRANT SPRINGS-SUMMIT SECTION OF THE OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, October 17, 1933

Roadwork on Original Project: (Sta. 1410+00 to 1594+80
(Sta. 1628+55 to 1764+69.2)

6,000	cu. yds.	Special Borrow	$0.60	$3,600.00
10,500	yd. mi.	Hauling Special Borrow	0.15	1,575.00
4,000	lin. ft.	6" Perforated Concrete Pipe	0.40	1,600.00
85	" "	12" Concrete Pipe	0.90	76.50
80	" "	18" Concrete Pipe	1.70	136.00
70	" "	24" Concrete Pipe	3.00	210.00
780	cu. yds.	Structural Excavation	0.60	468.00
760	" "	Rock Backfill for Drains	1.00	760.00
18,150	" "	Sub-base Materials in Surfacing	1.20	21,780.00
11,640	" "	Base Materials in Surfacing	1.00	11,640.00
8,500	" "	Top Materials in Surfacing	1.10	9,350.00
3,800	" "	Screenings	1.10	4,180.00
1,240	M-Gals.	Sprinkling	1.75	2,170.00
9,000	cu. yds.	Mineral Aggregate in Bit. Macadam	2.08	18,720.00
540	tons	Asphalt in Place	29.00	15,660.00
63	"	Emulsified or Cut-back Asphalt in Seal Coat	28.00	1,764.00
2,600	cu. yds.	Rock Shoulders	1.25	3,250.00
		Sub-total		$96,939.50
		10% Engr. & Cont.		9,693.95
		Total		$106,633.45

Length of Roadwork (Orig. Proj.) 6.453 Miles
Cost per Mile $16,524.63

Roadwork on Extension: (Sta. 1594+80 to 1604+00
(Sta. 1607+24.9 to 1628+55)

1,500	cu. yds.	Special Borrow	$0.60	$ 900.00
2,100	yd. mi.	Hauling Special Borrow	0.15	315.00
1,300	lin. ft.	6" Perforated Concrete Pipe	0.40	520.00
5	" "	12" Concrete Pipe	0.90	4.50
30	" "	18" Concrete Pipe	1.70	51.00
220	cu. yds.	Structural Excavation	0.60	132.00
190	" "	Rock Backfill for Drains	1.00	190.00
2,450	" "	Sub-base Materials in Surfacing	1.20	2,940.00

1,560	cu. yds.	Base Materials in Surfacing	$1.00	$1,560.00
1,000	" "	Top " " "	1.10	1,100.00
500	" "	Screenings	1.10	550.00
160	M-Gals.	Sprinkling	1.75	280.00
1,000	cu. yds.	Mineral Aggregate in Bit. Macadam	2.00	2,000.00
60	tons	Asphalt in Place	29.00	1,740.00
7	"	Emulsified or Cut-back Asphalt in Seal Coat	28.00	196.00
300	cu. yds.	Back Shoulders	1.25	375.00
		Sub-total		$12,933.50
		10% Engr. & Cont.		1,293.35
		Total		$14,226.85

Length of Roadwork (Extension) 0.596 miles
Cost per Mile $23,870.55

National Recovery Highway Funds Requested:

Roadwork on Orig. Proj.	$106,633.45
" " Extension	14,226.85
	$120,860.30

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1927.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

October 5, 1933

RECEIVED
OCT 20 1933
OREGON
[illegible] COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 82-A, the Emigrant Springs-Summit section of the Old Oregon Trail, to Northwest Roads Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

September 22, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Due to changing the item of "6-inch Perforated Pipe" to "6-inch Perforated Concrete Pipe," for the Emigrant Springs-Summit Section, Project No. NRM 62-A, it has been necessary to revise the bidding sheet, and Special Provision sheet number 15 of the proposal form. We are enclosing herewith five copies each, of the revised sheets.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

September 20, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

OCT 21 1933
OREGON

Dear Sir:

Plans, specifications and estimate for Oregon NRH 62-A, the Emigrant Springs-Summit section of the Old Oregon Trail, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

September 14, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany Specifications for the Emigrant Springs-Summit Section, Project No. NRH-62-A.

Under separate cover, we are sending five bid proposals and five sets of blueprint plans.

In connection with the work being done on the original Project 62-A this work includes the gaps between 62-A and the Meacham Undercrossing constructed under Project 62-B. It appears desirable to include the work being done on the gaps as an extension of Project 62-A, and we have prepared the estimate on this basis.

On a considerable number of the plan sheets no right-of-way lines are shown, this being for the reason that the property traversed by the highway is owned by the State.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department National Recovery Highway
Project No. NRH-62-A

EMIGRANT SPRINGS-SUMMIT SECTION

OF THE OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, September 14, 1933

Roadwork on Original Project: (Sta. 1410+00 to 1594+80)
(Sta. 1629+55 to 1784+69.2)

6,000	cu. yds.	Special Borrow	$ 0.60	$ 3,600.00
10,500	yd. mi.	Hauling Special Borrow	0.15	1,575.00
4,000	lin. ft.	6-inch Perforated Pipe	0.40	1,600.00
85	" "	12-inch Concrete Pipe	1.30	110.50
80	" "	18-inch " "	2.00	160.00
70	" "	24-inch " "	3.00	210.00
780	cu. yds.	Structural Excavation	0.60	468.00
760	" "	Rock Backfill for Drains	1.00	760.00
18,150	" "	Sub-base Materials in Surfacing	0.95	17,242.50
11,640	" "	Base " " "	1.00	11,640.00
8,500	" "	Top " " "	1.05	8,925.00
3,800	" "	Screenings " "	0.50	1,900.00
1,240	M-Gal.	Sprinkling	1.75	2,170.00
9,000	cu. yds.	Mineral Aggregate in Bit. Mac.	2.50	22,500.00
540	Tons	Asphalt in Place	27.00	14,580.00
63	"	Emulsified or Cut-back Asphalt in Seal Coat	26.50	1,669.50
2,600	cu. yds.	Rock Shoulders	1.00	2,600.00

Sub-total	$ 91,710.50
10% Engr. & Cont.	9,171.05
Total	$ 100,881.55

Length of Roadwork (Orig. Proj.)	6.453 miles
Cost per mile	$ 15,633.27

Roadwork on Extension: (Sta. 1594+80 to 1604+00)
(Sta. 1607+24.9 to 1629+55)

1,500	cu. yds.	Special Borrow	$ 0.60	$ 900.00
2,100	yd. mi.	Hauling Special Borrow	0.15	315.00
1,300	lin. ft.	6-inch Perforated Pipe	0.40	520.00
5	" "	12-inch Concrete Pipe	1.30	6.50

WESTERN UNION

30	lin. ft.	18-inch Concrete Pipe	$ 2.00	$ 60.00
220	cu. yds.	Structural Excavation	0.60	132.00
190	" "	Rock Backfill for Drains	1.00	190.00
2,450	" "	Sub-base Materials in Surfacing	0.95	2,327.50
1,560	" "	Base " " "	1.00	1,560.00
1,000	" "	Top " " "	1.05	1,050.00
500	" "	Screenings " "	0.50	250.00
160	M-Gal.	Sprinkling	1.75	280.00
1,000	cu. yds.	Mineral Aggregate in Bit. Mac.	2.50	2,500.00
60	Tons	Asphalt in Place	27.00	1,620.00
7	"	Emulsified or Cut-back Asphalt in Seal Coat	26.50	185.50
300	cu. yds.	Rock Shoulders	1.00	300.00
		Sub-total		$ 12,196.50
		10% Engr. & Cont.		1,219.65
		Total		$ 13,416.15

Length of Roadwork on Extension 0.596 miles
Cost per mile $ 22,510.31

National Recovery Highway Funds Requested:-

Roadwork on Orig. Proj.	$ 100,881.55
" " Extension	13,416.15
	$ 114,297.70

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	✓	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

1207-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Oct. 16, 19 33

To H. E. Lynch, District Engineer, U. S. Bureau of Public Roads

Street and No. Post Office Building

Place Portland, Oregon

Work on Contract 1515, National Recovery Highway Project 62-A was commenced Oct. 15th.

RECEIVED
OCT 18 1933
OREGON
STATE HIGHWAY COMMISSION

CONFIRMATION

Signed

Jos. S. Teele, Resident Engineer

Sender's address for reference

WESTERN UNION GIFT ORDERS ARE APPROPRIATE GIFTS FOR ALL OCCASIONS.

Sender's telephone number

CONTRACT#1516,

NRH 183-B Hillsboro-Beaverton Sec. 1933

1516

#1516

1838

December 14, 1934

Hartford Accident & Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1516 for the construction of the Hillsboro-Beaverton Section of the Tualatin Valley Highway in Washington County has been completed by the contractors, Kern & Kibbe, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 24, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $190,854.27 including the final payment. Of this amount $52.20 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Bullock

NOTED
State Highway Engineer

Under and Overruns

on

Beaverton-Hillsboro Section
Tualatin Valley Highway
34 PG NRM 183 B-NRH 183 C

Special Borrow. Estimate 13,000 cubic yards. Used 10,297 cubic yards. The underrun was due to the lowering of the grade across the city property in Hillsboro, between Station 410 and Station 420. This was done at the request of the City.

Overhaul. Estimate 1,300 cubic yards. Used 717.4 cubic yards. This slight increase was due to using three nearby borrow pits in the City of Hillsboro, which increased the overhaul and decreased the truck haul.

Truck Haul. Estimate 11,000 cubic yards. Used 13,572 cubic yards. The increase in this quantity was due to the use of a smaller number of the railroad borrow pits and of course having to haul a greater distance from them. This was done on account of the amount of sod and top soil found in the pits, which made the smaller pits unsuitable for borrow material.

Class "C" Concrete. Estimate 5.00 cubic yards. Used 3.26. This reduction was due to the fact that a price agreement for $12.50 was obtained for the larger concrete structures.

4" Sidewalk. Estimate 160 square yards. Used 211 square yards. The overrun in this item was due to the fact that the original estimate did not allow enough for the rebuilding of the sidewalks where they had to be removed for the new curbs.

Pavement Cutting. Estimate 80 lin. feet. Final 187 lin. feet. This overrun was due to the placing of more adequate drainage structures in the City of Hillsboro than was anticipated in the original estimate, thus requiring the cutting of more pavement.

Salvaging Drain Pipe. Estimate 1,900 lin. feet. Final 420 lin. feet. It was found that nearly all the tile encountered was red clay tile and not worth salvaging. The 1200 feet of tile near the 6 degree curve was left in place and the drainage taken care of by other means.

6" Concrete Tile. Estimate 60 lin. feet. None used. This size was thought too small for drainage structures.

8" Concrete Tile. Estimate, 400 lin. feet. Used 1602 lin. feet.

12" Concrete Tile. Estimate 1,900 lin. feet. Used 2,708 lin. feet.

12" Concrete Pipe. Estimate 120 lin. feet. Used 261 lin. feet.

24" Concrete Pipe. Estimate 20 lin. feet. Used 51 lin. feet.

In order to meet and supplement a drainage program put on by the City of Hillsboro during the construction of the pavement, it was necessary to increase the pipe quantities as shown above.

36" Concrete Pipe. Estimate 10 lin. feet. None used. A monolithic concrete structure was built instead of using this pipe.

Top Course Surfacing. Estimate 9,500 cubic yards. Used 6,698 cubic yards.

Lower Course Surfacing. Estimate 10,500 cubic yards. Used 10,921 cubic yards.

The changing of the thickness of the shoulders from 7 inches to 6 inches made a saving of 2,850 cubic yards. The major portion of this saving was made on the top course.

3/4" Screenings. Estimate 100 cubic yards. Used 900 cubic yards. In building up the superelevation on the curves where they were on old concrete required a great deal of this class of material, as it was found to be the only material that could be made to stay in place.

Filler and Filler Haul. The special borrow material being satisfactory as filler, this was used where needed and no filler tickets issued, the filler haul thereby being taken care of as truck haul.

Form 333—5M—3-34

ON STATE HIGHWAY COMMISSION

NOV 1 3 1934
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 10, 1934

Section Beaverton-Hillsboro

Kind of work Grading and Paving

Highway Tualatin Valley

Section prefix 34PG NRH 183B NRM 183C

Contractor Kern & Kibbe

Contract number 1516

Date of contract Oct. 5 1933, 193

Date of completion August 24, 1934, 193

Date work started Oct. 19, 1933, 193

Estimated date of completion Completed, 193

Amount of contract . . . . . . $ 191,178.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $

Per cent of contract completed, based on total contract price . . . . %

Engineering costs to date, $, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Norman Pratt and M. C. Wood were laid off on Tuesday Nov. 6, 1934.

Noske and Harless have been painting right of way posts this week New R/W Posts are to be set in Aloha and this will complet this work on 34PG. There yet remains some six posts to reset on 26PE which were not set last week on account of the rain.

Wechter and self have been working on the estimates and checking right of way between Hillsboro and Forest Grove to determine the true line of the 60 foot county road for location purposes. It will be possible to lay out a 20 foot between hare and Forest Grove with only ~~a~~ two slight angles in it except for the shift at Cornelius.

The road thru Cornelius was laid out about 15 feet south of the true base line and it will be necessary to put in angles on each side to get over to and back from this line. Expect to have all information in Salem the first of the week.

All field work should be complated by the end of this next week.

RECEIVED
NOV 13 1934

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	A ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. NRH 183-B &
NRM 183-C

May 10, 1934

RECEIVED
MAY 11 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal Aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Ivon

Appr- 19010

Form P. R. 2

U. S. Public Works State Oregon

Project No. NRH 183, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 15th day of February, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933;

Whereas the Highway Department of said State submitted on the 28th day of September, 1932, a project statement, which was approved by the Secretary on the 20th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 19th day of September, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred sixty-three thousand, three hundred fifty-seven and 45/100 dollars ($163,357.45) as the share of the United States payable under said act on account of Section B of said project, which [illegible] is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State underprovisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 at the west limits of the town of Beaverton in the N.W. 1/4 of Sec. 16, T. 1 S., R. 1 W., W.M., and survey station 405+97.1 at the limits of the city of Hillsboro, on the section line common to sections 5 and 6, T. 1 S., R. 2 W., W.M. (excepting therefrom a bridge of more than 20 ft. clear span between survey stations 338+30.3 and 339+92.7),

, length 7.654 miles, in Washington County, being Section B of Oregon U.S.Public Works project No. NRM 183, consisting of 7.654 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of mile in length~~ locally as the Hillsboro - Beaverton Section of the Tualatin Valley Highway, between official control points junction with the Wolf Creek Road near Portland, and Hillsboro.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5618

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of one hundred sixty-three thousand, three hundred fifty-seven and 45/100 dollars ($163,357.45), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~[illegible]~~

~~dollars ($~~ is ~~)~~ the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~[illegible]~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Washburn

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture.~~

By Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 193 8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRH 183-B, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 163,357.45 as the total estimated cost of said project, and the sum of $ 163,357.45 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share~~ of said total estimated cost.

Done at the city of Washington, this 27 day of April one thousand nine hundred and thirty-four

~~Secretary of Agriculture~~
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4639

CMS By T. H. MacDonald
Acting Chief, Bureau of Public Roads.

Agr- 19011

Form P. R. 2

State Oregon

U. S. Public Works Project No. [illegible] 183, Section C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 15th day of February, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933;

Whereas the Highway Department of said State submitted on the 28th day of September, 1932, a project statement, which was approved by the Secretary on the 20th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 19th day of September, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-three thousand, two hundred thirty-six and 53/100 dollars ($ 43,236.53) as the share of the United States payable under said act on account of Section C of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act. (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 405+97.1 at the westerly end of Section B of said project on the east limits of the City of Hillsboro, and survey station 465+23.2 on Base line Street at the junction with the eastern line of Fifth Street in Hillsboro, , length 1.123 miles, in Washington County, being Section C of Oregon U.S. Public Works project No. NRM 183, consisting of 1.123 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length~~ locally as the Hillsboro section of the Tualatin Valley Highway.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of forty-three thousand, two hundred thirty-six and 53/100 dollars ($43,236.53), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible] Federal pro rata share of~~

~~dollars~~ is ~~xxx~~ the approved total estimated cost of Section C of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, ~~out of funds which have been~~ or will be made available therefor by said State in the manner herein set forth, to wit:

STRICKEN OUT

(Include reference to statute authorizing funds and probable amount annually available)

Article VI. Maintenance of the project will be by the City of Hillsboro, pursuant to its agreement of , with the Highway Department.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5512

By Wilson
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRM 183-C, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 43,236.53 as the total estimated cost of said project, and the sum of $ 43,236.53 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 27 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4820

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 5, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed for signature and return to this office are two copies each of agreements for Oregon U. S. Public Works Projects Nos. NRH 183-B and NRM 183-C, Hillsboro-Beaverton Section of the Tualatin Valley Highway.

The copies of the agreement between the City of Hillsboro and the State, providing for the maintenance, do not show the date on which the agreement was signed on behalf of the State, also no reference is made to resolution or other authority for signing on behalf of the city as required by the note at the bottom of sheet two of the standard form. The instructions further require that one of the copies of the maintenance agreement be certified.

We are enclosing herewith two copies of the maintenance agreement with the request that they be supplemented by the above information. Please return the maintenance agreements with the executed project agreements.

We are enclosing herewith for your files one copy of the estimate which was used as a basis of the project agreement and an approved copy of the specifications.

Very truly yours,

W. H. Lynch
District Engineer

By L. J. Canfield
L. J. Canfield
Highway Engineer

Encls.

183-B

COMPARATIVE ESTIMATES

BEAVERTON-HILLSBORO SECTION

NOTED

Asphaltic Concrete

Clearing Excavation and Borrow Culverts and Drainage Structures Rock Shoulders Filler, Haul, etc.	$ 56,361.25
104,325 sq. yds. of pavement (pavement costs $1.17 per sq.yd.)	122,623.50
	$178,984.75
+ 10%	17,898.47
	$196,883.22
Contract as bid, plus 10%	$210,296.00

COMPARATIVE ESTIMATES

BEAVERTON-HILLSBORO SECTION

Page 2.

Portland Cement Concrete

Grading and drainage Culverts, etc.		$ 69,222.25
Concrete pavement and allied items - 104,325 sq. yds. (pavement costs $1.72 per sq.yd., including expansion joints, steel, sand cushion, etc.)		179,715.00
		$ 248,937.25
	+ 10%	24,893.72
$1.45+	Total	$ 273,830.97

183-B

October 23, 1933

Kern & Kibbe, Contractors
42 S. E. Salmon Street
Portland, Oregon

Gentlemen:

We are sending to you today, under separate cover, fully executed copy of contract No. 1516 which was awarded to you recently for construction work on the Hillsboro-Beaverton Section of the Tualatin Valley Highway in Washington County. This copy is sent to you for your records and files.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

183-B

October 21, 1933.

IN REPLY PLEASE REFER TO FILE NO.
54 PG

Hon. O. Phelps, Mayor
City of Hillsboro,
Hillsboro, Oregon.

Dear Sir:

We enclose herewith five copies of a resolution form covering the use of a portion of your City street for the widening and realignment of the Tualatin Valley Highway as part of a National Recovery Municipal project.

The Bureau of Public Roads require that these resolutions be executed by the proper City officials before Federal Aid monies can be advanced to cover the cost of the work.

We would appreciate your execution of all five of these copies and the return of four of them to this office.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

GWR:ZR
Enclosures

cc Mr. S. H. Probert
Mr. F. D. Eason

October 18, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Hillsboro-Beaverton Section, Project Nos. NRH-185-B and NRH 185-C. Three copies of a resolution passed by the City of Hillsboro are likewise enclosed herewith. The resolutions from the city concerning encroachments will be sent to you as soon as they are received by this department.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. M. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department National Recovery Project

HILLSBORO-BEAVERTON SECTION OF THE

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 17, 1933.

PROJECT NRH-183-B

Roadwork, Unit No. 1 (Sta. 0+00 to Sta. 405+97.1 - 20' Roadway)

All Required		Clearing and Grubbing		$ 85.75
9,650	cu. yds.	Excavation, Single Classif.	$ 0.30	2,895.00
6,180	cu. yds.	Special Borrow Excavation	0.40	2,472.00
800	yds. sta.	Overhaul	0.02	16.00
3,500	yds. mi.	Truck Haul	0.20	700.00
2	cu. yds.	Class "D" Concrete	28.00	56.00
480	lin. ft.	12" Concrete Tile	0.60	288.00
60	lin. ft.	12" Concrete Pipe	0.90	54.00
10	lin. ft.	24" Concrete Pipe	6.00	60.00
8,160	cu. yds.	Top Course, Sub-base & Shoulders	2.75	22,440.00
8,580	cu. yds.	Lower Course, Sub-base & Shoulders	2.25	19,305.00
65	cu. yds.	3/4" - 0" Screenings	3.00	195.00
2,350	cu. yds.	Filler	0.40	940.00
2,350	yds. mi.	Hauling Filler	0.20	470.00
7,900	tons	Class "A" Asphaltic Concrete	5.10	40,290.00
5,220	tons	Class "B" Asphaltic Concrete	5.20	27,144.00
5,600	tons	Class "C" Asphaltic Concrete	4.75	26,600.00
90,600	sq. yds.	Surface Finish Coat	0.05	4,530.00
		Sub-total		$ 148,506.78
		10% Engr. & Cont.		14,850.67
		Total		$ 163,357.45

Length of Roadwork	7.655 miles
" " 1 Bridge	.032 "
Total Length	7.687 "
Cost per mile	$ 21,251.17

PROJECT NO. NRM-183-C

Roadwork, Unit No. 2 - City of Hillsboro
(Sta. 405+97.1 to Sta. 441+00 - 30' Roadway)

All Required		Clearing and Grubbing		$ 9.51
400	cu. yds.	Excavation, Single Classif.	$ 0.30	120.00
6,800	cu. yds.	Special Borrow Excavation	0.40	2,720.00
100	yd. sta.	Overhaul	0.02	2.00
6,800	yd. mi.	Truck Haul	0.20	1,360.00
40	lin. ft.	Pavement Cutting	2.00	80.00
1,400	lin. ft.	Salvaging Drain Tile	0.20	280.00
110	lin. ft.	18" Concrete Pipe	2.00	220.00
20	lin. ft.	24" Concrete Pipe	3.00	60.00
610	cu. yds.	Top Course, Sub-base & Shoulders	2.75	1,677.50
610	cu. yds.	Lower Course, Sub-base & Shoulders	2.25	1,372.50
15	cu. yds.	3/4" - 0" Screenings	3.00	45.00
180	cu. yds.	Filler	0.40	72.00
180	yd. mi.	Hauling Filler	0.20	36.00
700	tons	Class "A" Asphaltic Concrete	5.68	3,976.00
320	tons	Class "B" Asphaltic Concrete	5.20	1,664.00
640	tons	Class "C" Asphaltic Concrete	4.75	3,040.00
8,000	sq. yds.	Surface Finish Coat	0.05	400.00
		Sub-total		$ 17,134.51
		10% Engr. & Cont.		1,713.45
		Total		$ 18,847.96

Length of Roadwork 0.678 miles
Cost per mile $ 27,799.35

Roadwork, Unit No. 3 - City of Hillsboro
(Sta. 441+00 to 465+28.2 - 36' Roadway)

All Required		Clearing and Grubbing		$ 4.55
1,700	cu. yds.	Excavation, Single Classif.	$ 0.30	510.00
400	yd. sta.	Overhaul	0.02	8.00
700	yd. mi.	Truck Haul	0.20	140.00
3	cu. yds.	Class "C" Concrete	25.00	75.00
4,600	lin. ft.	Concrete Curbs	0.60	2,760.00
160	sq. yds.	Sidewalk	1.35	216.00
40	lin. ft.	Pavement Cutting	2.00	80.00
500	lin. ft.	Salvaging Drain Pipe	0.20	100.00
60	lin. ft.	6" Concrete Tile	0.30	18.00
400	lin. ft.	8" Concrete Tile	0.40	160.00

1,500	lin. ft.	12" Concrete Tile	$ 0.65	$ 975.00
60	lin. ft.	15" Concrete Pipe	0.90	54.00
570	cu. yds.	Top Course, Sub-base & Shoulders	2.75	1,567.50
950	cu. yds.	Lower Course, Sub-base & Shoulders	2.25	2,137.50
15	cu. yds.	3/4" - 0" Screenings	3.00	45.00
230	cu. yds.	Filler	0.40	92.00
230	yd. mi.	Hauling Filler	0.20	46.00
810	tons	Class "A" Asphaltic Concrete	5.10	4,131.00
320	tons	Class "B" Asphaltic Concrete	5.20	1,664.00
1,450	tons	Class "C" Asphaltic Concrete	4.75	6,887.50
10,000	sq. yds.	Surface Finish Coat	0.05	500.00
			Sub-total	$ 22,171.43
			10% Engr. & Cont.	2,217.14
			Total	$ 24,388.57

Length of Roadwork 0.445 miles
Cost per mile $ 54,805.77

National Recovery Highway Funds Requested:

Project, NRH-185-B (Unit 1)	$ 163,337.43

National Recovery Municipal Funds Requested:

Project NRM-185-C, Unit 2	$ 18,867.96
Unit 3	24,388.57
	$ 43,256.53
	$ 206,593.96

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927.

October 9, 1933

Mr. J. H. Neef
Resident Highway Engineer
Salem, Oregon

Dear Sir:

On the day that work is started on the Kern & Kibbe Contract for paving the Hillsboro-Beaverton Section of the Tualatin Valley Highway, you will please wire Mr. W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire the project should be referred to as Contract No. 1516, National Recovery Municipal Project 183-C, if work is started first on the portion of the contract within the city limits of Hillsboro. If work is started first on the part of the contract outside the city limits of Hillsboro, the project should be referred to as Contract No. 1516, National Recovery Highway Project 183-B.

When work is started on the project other than the one first reported, you will please advise Mr. Lynch of the beginning date of work by letter.

Work on the project will be considered to have started on the day that camp erection, or any other work of a manual nature, is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch, as well as a copy of your letter to Mr. Lynch, should be mailed to the Salem Office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

cc Mr. W. E. Chandler

173-B

October 7, 1933

Kern & Kibbe
42 S. E. Salmon Street
Portland, Oregon

Gentlemen:

For use in connection with the Hillsboro-Beaverton paving project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists, to which reference is made in these instructions, should be addressed to the National Reemployment Office, 835 S. W. First Avenue, Portland, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

cc Mr. W. E. Chandler
cc Mr. J. H. Neef

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 5, 1933

RECEIVED
NOV 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 183-B and NRM 183-C, the Hillsboro-Beaverton section of the Tualatin Valley Highway, to Kern & Kibbe, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

September 19, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRH 183-B and NRM 183-C, the Hillsboro-Beaverton section of the Tualatin Valley Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

182-B

September 16, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for asphaltic concrete paving construction on the Hillsboro-Beaverton Section. The project extends into the City of Hillsboro, and that portion is shown on the estimate as Project No. NRM-182-A. The work between the city limits of Hillsboro and Beaverton is shown as Project No. NRH-182-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery
Project No. 183-B

HILLSBORO-BEAVERTON SECTION OF THE TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany paving specifications. Not as basis for project agreement.)

Salem, Oregon, September 16, 1933.

NEW PROJECT

Unit No. 1

Roadwork (Sta. 0+00 to Sta. 405+97.1 - 20' Roadway)

All Required		Clearing and Grubbing		$ 500.00
9,650	cu. yds.	Excavation, Single Classification	$0.50	4,825.00
6,180	" "	Special Borrow Excavation	0.50	3,090.00
800	yd. sta.	Overhaul	0.03	24.00
3,500	yd. mi.	Truck Haul	0.15	525.00
2	cu. yds.	Class "C" Concrete	20.00	40.00
400	lin. ft.	12" Concrete Tile	0.80	320.00
60	" "	12" " Pipe	1.00	60.00
10	" "	36" " "	4.00	40.00
8,160	cu. yds.	Top Course, Sub-base & Shoulders	2.40	19,584.00
8,580	" "	Lower Course " " "	2.40	20,592.00
2,350	" "	Filler	0.50	1,175.00
2,350	yd. mi.	Hauling Filler	0.15	352.50
7,900	tons	Class "A" Asphaltic Concrete	5.40	42,660.00
5,220	"	" "B" " "	5.50	28,710.00
5,600	"	" "C" " "	5.20	29,120.00
90,600	sq. yds.	Surface Finish Coat	0.05	4,530.00
		Sub-total		$156,147.50
		10% Engr. & Cont.		15,614.75
		Total		$171,762.25

Length of Roadwork	7.656 miles
" " 1 Bridge	.032 "
Total Length	7.687 "
Cost per mile	$22,434.98

NRM PROJECT

Unit No. 2 - City of Hillsboro

Roadwork (Sta. 405+97.1 to Sta. 441+80 - 20' Roadway)

All Required		Clearing & Grubbing		$ 300.00
400	cu. yds.	Excavation, Single Classification	$0.50	200.00
6,800	cu. yds.	Special Borrow Excavation	0.50	3,400.00
100	yd. sta.	Overhaul	0.03	3.00
6,800	yd. mi.	Truck Haul	0.15	1,020.00
40	lin. ft.	Pavement Cutting	0.50	20.00
1,400	lin. ft.	Salvaging Drain Tile	0.40	560.00
110	" "	18" Concrete Pipe	2.00	220.00
20	" "	24" " "	3.00	60.00
610	cu. yds.	Top Course, Sub-base & Shoulders	2.40	1,464.00
610	" "	Lower Course " " "	2.40	1,464.00
180	" "	Filler	0.50	90.00
180	yd. mi.	Hauling Filler	0.15	27.00
780	tons	Class "A" Asphaltic Concrete	5.40	4,212.00
320	"	" "B" " "	5.50	1,760.00
640	"	" "C" " "	5.20	3,328.00
8,000	sq. yds.	Surface Finish Coat	0.05	400.00
		Sub-total		$18,528.00
		10% Engr. & Cont.		1,852.80
		Total		$20,380.80

Length of Roadwork 0.678 miles

Cost per mile $30,060.17

Unit No. 3. - City of Hillsboro

Roadwork (Sta. 441+80 to 465+28.2 - 36' Roadway)

All Required		Clearing & Grubbing		$ 200.00
1,700	cu. yds.	Excavation, Single Classification	$0.50	850.00
400	yd. sta.	Overhaul	0.03	12.00
700	yd. mi.	Truck Haul	0.15	105.00
3	cu. yds.	Class "C" Concrete	20.00	60.00
4,600	lin. ft.	Concrete Curbs	0.70	3,220.00
160	sq. yds.	Sidewalk	0.15	24.00
40	lin. ft.	Pavement Cutting	0.50	20.00
500	lin. ft.	Salvaging Drain Tile	0.40	200.00
60	" "	6" Concrete Tile	0.40	24.00

400	lin. ft.	8" Concrete Tile	$0.50	$ 200.00
1,500	" "	12" " "	0.80	1,200.00
60	" "	12" " Pipe	1.00	60.00
570	cu. yds.	Top Course, Sub-base & Shoulders	2.40	1,368.00
950	" "	Lower Course, " " "	2.40	2,280.00
230	" "	Filler	0.50	115.00
230	yd. mi.	Hauling Filler	0.15	34.50
810	tons	Class "A" Asphaltic Concrete	5.40	4,374.00
320	tons	" "B" " "	5.50	1,760.00
1,450	"	" "C" " "	5.20	7,540.00
10,000	sq. yds.	Surface Finish Coat	0.05	500.00
		Sub-total		$24,146.50
		10% Engr. & Cont.		2,414.65
		Total		$26,561.15

Length of Roadwork 0.445 miles

Cost per mile $59,687.97

National Recovery Highway Funds Requested (Unit No. 1) $171,762.25

National Recovery Municipal Funds Requested:

Unit No. 2, $20,380.80
Unit No. 3, $26,561.15

$ 46,941.95

CONTRACT #1517,

NRS 202 Tualatin River Sec., Farmington Secon. Hwy. 1933

1517

Const
Fed Aid
Vouchers

STATE HIGHWAY COMMISSION

March 27, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final Federal Aid Voucher in the amount of $3,480.85 for the Tualatin Bridge Section, Project No. NRH 202.

Additional investigation made subsequent to the award of the contract for this work indicated that a bridge of greater span was necessary to properly take care of flood conditions. Accordingly, the structure was lengthened with a corresponding decrease in length of roadway approaches. We are submitting five blueprint copies of sheet number 4 of the plans showing the structure as constructed.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

E 46

#1517

FORM 3-E-1 14726 3M 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

202

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 20, 1934

Mr. H. B. Glaisyer
Office

Dear Sir:

We wish to advise that Joplin & Eldon completed all work under Contract No. 1517, Farmington Bridge, on June 7, 1934.

Will you please secure permission for us to pay the final estimate on this job?

Very truly yours

C. B. McCullough
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

RR LD

Tom Davis
says do not accept now

#1517

202

September 28, 1934

Hartford Accident & Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1517 for the construction of a bridge over the Tualatin River near Hillsboro on the Farmington Secondary Highway in Washington County has been completed by the contractors, Joplin & Eldon, and that final settlement will be made by the State with said contracters for work done under said contract on or after October 8, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $29,967.81 including the final payment. Of this amount $43.73 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRS 202

March 24, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal Aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By J F Cameron
J. F. Cameron,
Asst. Hwy. Engineer

Encl.

Agr 18071

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-202.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of February, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 7th day of September, 1933, a project statement, which was approved by the Secretary on the 20th day of September, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section~~ of said project which were recommended for approval by the United States District Engineer on the 20th day of September, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty thousand, seven hundred twenty and 25/100 dollars ($30,720.25) as the share of the United States payable under said act on account of ~~Section~~ of said project, which is ~~does not exceed the authorized Federal pro rata share~~ of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.** (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 91+00 in the SE¼ of Section 29, T 1 S, R 2 W, W.M., and survey station 108+45 at the junction with the road between Scholls and Hillsboro**

, length **0.330 of a** milex in **Washington** County, being xxxxxxxxxxxxxxxof **Oregon U.S. Public Works** project No. **NRS-202**, consisting of **0.274 of a** milex of roadway and **one** bridgexxxxx of more than 20 feet clear span, **0.056** of a mile in length**, known locally as the Tualatin Bridge section of the Farmington Highway.**

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section............ of~~ said project shall not in any event exceed the sum of **thirty thousand, seven hundred twenty and 25/100** dollars ($ **30,720.25**), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ **is** ~~xxxx~~), the approved total estimated cost of ~~Section............ of~~ said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

STRICKEN OUT

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927 and Chap. 248, Laws of 1932.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ________ of said project shall not in any event exceed the sum of thirty thousand, seven hundred twenty and 25/100 dollars ($30,730.25), certified to the Secretary of the Treasury as above mentioned, which ~~does~~

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15 day of March, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ____________

Chairman, State Highway Commission
(Title of officer)

By ____________

Member, State Highway Commission
(Title of officer)

By ____________

Member, State Highway Commission
(Title of officer)

By ____________

____
(Title of officer)

By ____________

____
(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By H. K. Bishop
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. [illegible]. State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 30,720.25 as the total estimated cost of said project, and the sum of $ 30,720.25 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal percentage of said~~ total estimated cost.

Done at the city of Washington, this 15 day of March one thousand nine hundred and Thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 3—[illegible]

By H. K. Bishop
Acting Chief, Bureau of Public Roads

nRd 202

November 2, 1933

Messrs. Joplin & Eldon
P. O. Box 5686
Kenton Station
Portland, Oregon

Gentlemen:

We are today forwarding by express an executed copy of contract No. 1517 awarded to you by the Commission for the construction of a bridge over the Tualatin River on the Farmington Secondary Highway #142 in Washington County. This is for your records and files.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jn

October 27, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the 82nd Street-East City Limits Section, Project No. NRM-80E.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM-200

82nd AVENUE-EAST CITY LIMITS SECTION OF
THE BASE LINE HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, October 27, 1933

10,000	cu. yds.	Excavation, Single Classif.	$ 0.50	$ 5,000.00
400	" "	Trench Excavation	0.75	300.00
13,000	yd. mi.	Truck Haul	0.15	1,950.00
5,500	sq. yds.	Removal of Old Pavement	0.40	2,200.00
800	lin. ft.	8" Drain Tile	0.50	400.00
23	only	Concrete Catch Inlet	40.00	920.00
5,000	lin. ft.	Concrete Curb	0.50	2,500.00
14,000	sq. yds.	Portland Cement Concrete Pavement	1.90	26,600.00
1,800	lin. ft.	3/4" Expansion Joints	0.20	360.00
6,000	" "	1/2" " "	0.15	900.00
5,500	" "	Contraction Joints	0.03	165.00
1,200	only	Dowels	0.20	240.00
6,000	lbs.	Tie Bars and Reinforcement	0.05	300.00
400	lin. ft.	Wood Header Blocks	0.20	80.00
1,000	cu. yds.	Lower Cushion Course	1.75	1,750.00
350	" "	Top Cushion Course	1.75	612.50

Sub-total $ 44,277.50
10% Engr. & Cont. 4,427.75

Total....................$ 48,705.25

Length 0.494 miles
Cost per mile $ 98,593.62

National Recovery Municipal Funds Requested $ 48,705.25

October 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Tualatin Bridge Section, Project No. NRS 202.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. [illegible]

TUALATIN BRIDGE SECTION OF THE FARMINGTON HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 16, 1933

Tualatin River Bridge

3,700	lin. ft.	Creosoted Trestle Piling	$0.85	$3,145.00
185	cu. yds.	Class "D" Concrete	15.00	2,775.00
37,000	lbs.	Metal Reinforcement	0.045	1,665.00
47	M-FBM	Treated Lumber	70.00	3,290.00
67,000	lbs.	Structural Steel	0.05	3,350.00
600	lin. ft.	Composite Handrail	2.10	1,260.00
All Required		Removal of Old Bridge		500.00
			Sub-total...........	$15,985.00
			10% Engr. & Cont....	1,598.50
			Total.........	$17,583.50

Earth Approaches

All Required		Clearing and Grubbing		$ 150.00
15,000	cu. yds.	Excavation, Single Classification	$0.52	7,800.00
25,000	yd. mi.	Truck Haul	0.12	3,000.00
750	cu. yds.	Base Course Surfacing	0.70	525.00
250	" "	Top Course Surfacing	1.75	437.50
50	" "	Filler	0.40	20.00
50	yd. mi.	Filler Haul	0.20	10.00
			Sub-total...........	$11,942.50
			10% Engr. & Cont....	1,194.25
			Total.........	$13,136.75

Length of Bridge	0.056 mile
" " Earth Apprs.	0.274 "
Total length	0.330 "
Cost per mile, Roadwork	$47,944.34

National Recovery Secondary Highway Funds Requested:

Bridge	$17,583.50
Roadwork	13,136.75
	$30,720.25

State Funds for Construction: Chap. 175, Laws 1927; Chap. 31, Laws 1920; Chap. 248, Laws 1932.
State Funds for Maintenance: Chap. 41, Laws 1927; Chap. 248, Laws 1932.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-102

TUALATIN BRIDGE SECTION OF THE FARMINGTON HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 16, 1933

Tualatin River Bridge

3,700	lin. ft.	Creosoted Trestle Piling	$0.85	$3,145.00
185	cu. yds.	Class "D" Concrete	15.00	2,775.00
37,000	lbs.	Metal Reinforcement	0.045	1,665.00
47	M-FBM	Treated Lumber	70.00	3,290.00
67,000	lbs.	Structural Steel	0.05	3,350.00
600	lin. ft.	Composite Handrail	2.10	1,260.00
All Required		Removal of Old Bridge		500.00
		Sub-total..........		$15,985.00
		10% Engr. & Cont....		1,598.50
		Total.........		$17,583.50

Earth Approaches

All Required		Clearing and Grubbing		$ 150.00
15,000	cu. yds.	Excavation, Single Classification	$0.52	7,800.00
25,000	yd. mi.	Truck Haul	0.12	3,000.00
750	cu. yds.	Base Course Surfacing	0.70	525.00
250	" "	Top Course Surfacing	1.75	437.50
50	" "	Filler	0.40	20.00
50	yd. mi.	Filler Haul	0.20	10.00
		Sub-total..........		$11,942.50
		10% Engr. & Cont....		1,194.25
		Total.........		$13,136.75

Length of Bridge	0.056 mile
" " Earth Apprs.	0.274 "
Total length	0.330 "
Cost per mile, Roadwork	$47,944.34

National Recovery Secondary Highway Funds Requested:

Bridge	$17,583.50
Roadwork	13,136.75
	$30,720.25

State Funds for Construction: Chap. 175, Laws 1927; Chap. 31, Laws 1920; Chap. 248, Laws 1932.

State Funds for Maintenance: Chap. 41, Laws 1927; Chap. 248, Laws 1932.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-[illegible]

TUALATIN RIVER SECTION OF THE FARMINGTON HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, September 10, 1933

Tualatin River Bridge

3,700	lin. ft.	Creosoted Trestle Piling	$ 0.80	$ 2,960.00
185	cu. yds.	Class "D" Concrete	18.00	3,330.00
37,000	lbs.	Metal Reinforcement	0.045	1,665.00
47	M-FBM	Treated Lumber	75.00	3,525.00
67,000	lbs.	Structural Steel	0.055	3,685.00
600	lin. ft.	Composite Handrail	3.00	1,800.00
All Required		Removal of Old Bridge		500.00
				$ 17,465.00

Earth Approaches

All Required		Clearing and Grubbing		$ 100.00
15,000	cu. yds.	Excavation, Single Classification	$ 0.40	6,000.00
25,000	yd. mi.	Truck Haul	0.15	3,750.00
750	cu. yds.	Base Course Surfacing	2.50	1,875.00
250	cu. yds.	Top Course Surfacing	2.50	625.00
50	cu. yds.	Filler	1.00	50.00
50	yd. mi.	Filler Haul	0.10	5.00
				$ 12,405.00

Sub-total	$ 29,870.00
10% Engr. & Cont.	2,987.00
Total	$ 32,857.00

Length of Bridge	0.056 mile
" " Earth Approaches	0.274 "
Total Length	0.330 mile

National Recovery Secondary Highway Funds Requested $ 32,857.00

202

October 11, 1933

Joplin & Eldon
P. O. Box 5886, Kenton Station
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 1517 which was awarded to you by the State Highway Commission for the construction of a bridge over the Tualatin River on the Farmington Secondary Highway near Hillsboro.

All partners must execute the four copies of this contract as to agreement and bond; after this is done return the copies to this office for approval by the Highway Commission. A fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the provisions relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 5, 1933

RECEIVED
OCT 30 193
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRS 202, the Farmington Bridge over the Tualatin River, on the Farmington Highway, to Joplin & Eldon, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

[illegible]
Sr. Highway Engineer

7LR2202

October 7, 1933

Joplin & Eldon
Box 5886
Kenton Station
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted your bid submitted on October 5, 1933, for the construction of a bridge over the Tualatin River on the Farmington Secondary Highway near Hillsboro in Washington County, and has awarded this contract to you at your bid price of $27,927.50.

Please consider this letter as official notice to you to commence construction on the above structure at once. Contract forms will be sent you shortly for execution.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RNB

September 7, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for construction of the Tualatin River Bridge on the Farmington Highway. Number NRS-202 has been assigned to this project.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NRM - 202
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto.~~

NATIONAL INDUSTRIAL RECOVERY ACT
Approved June 16, 1933

(Date) Sept. 7, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Tualatin River Section, Farmington Highway

2. Between control points of official description: and

3. Between intermediate control points if used: and

County of

4. Length in miles (gross) 0.3 (net) 0.3

5. Preliminary estimate of cost: Total, $ 13,750; section of road to be first improved, $ 13,750,

of which $ 13,750 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State:
(Amount.)

Current Income Sufficient to Insure Completion: Chapter 175, Laws 1917; Chap. 31, Laws 1929.
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—5072

7. Funds for maintenance to be provided by State, from the following
(State or (and) county.)

sources: Chap. 41, Laws 1927; Chap. 48, Laws 1931.
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon.

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

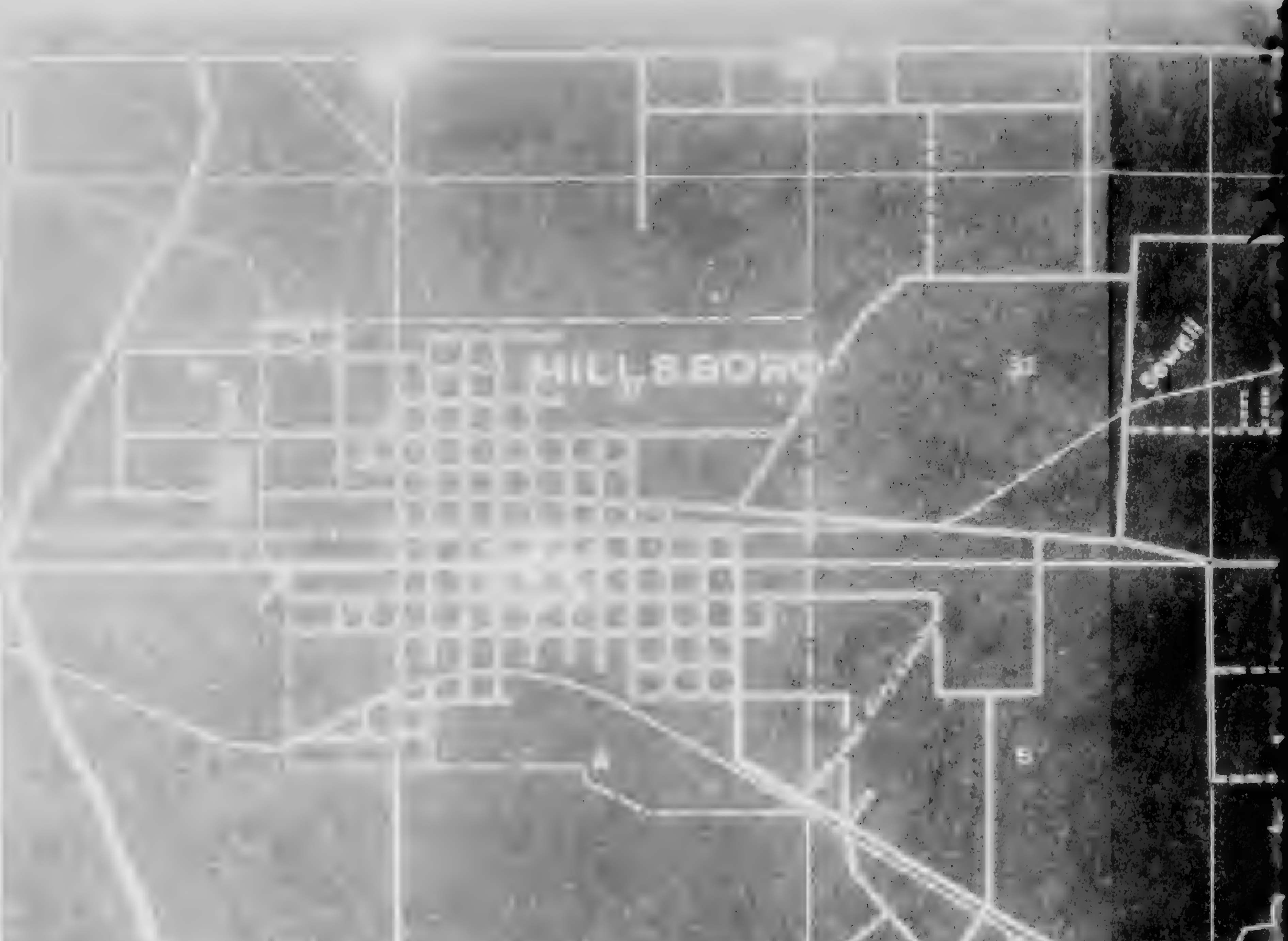
By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—[illegible]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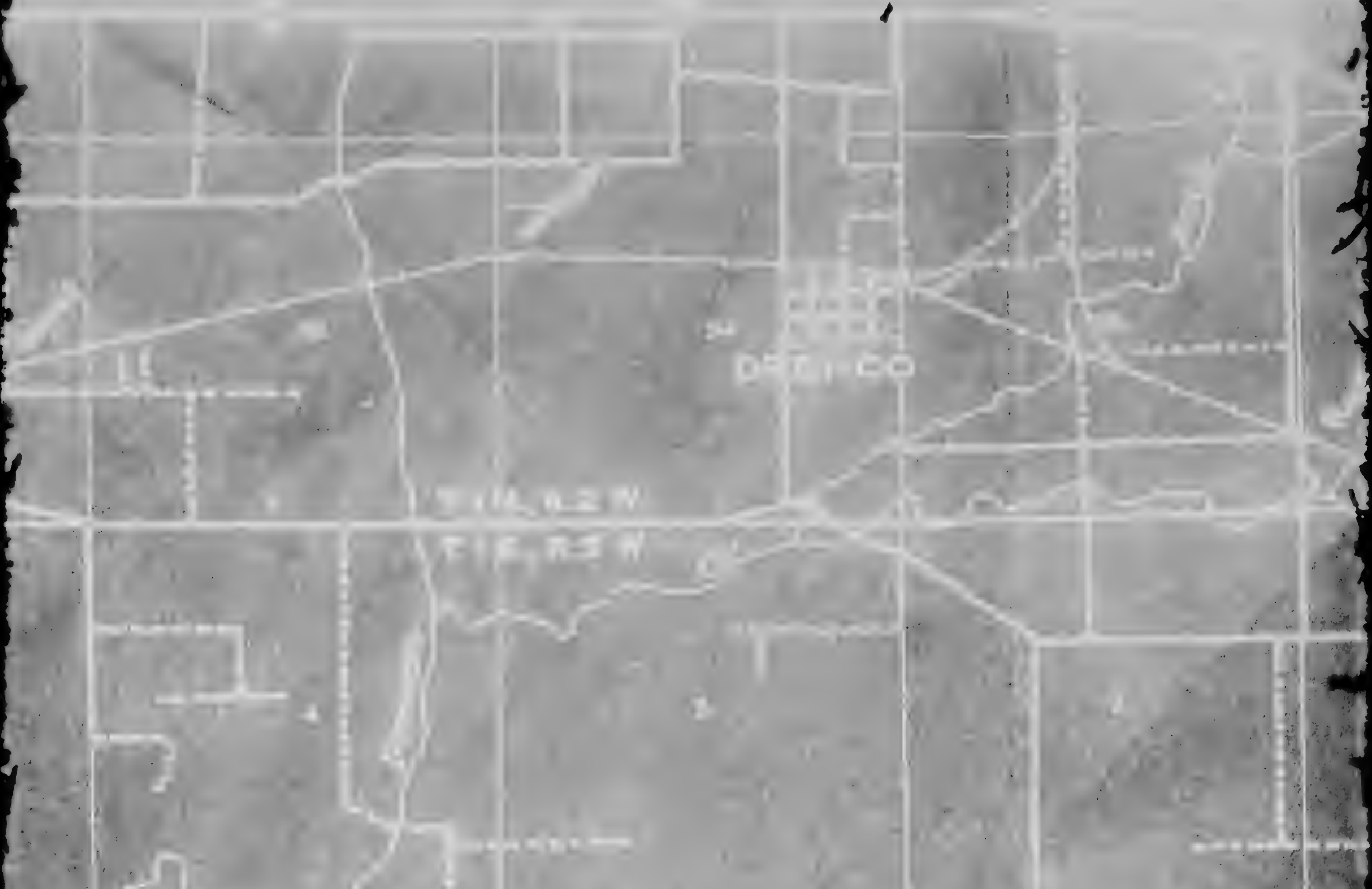
RIVER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T.1N. R.2W
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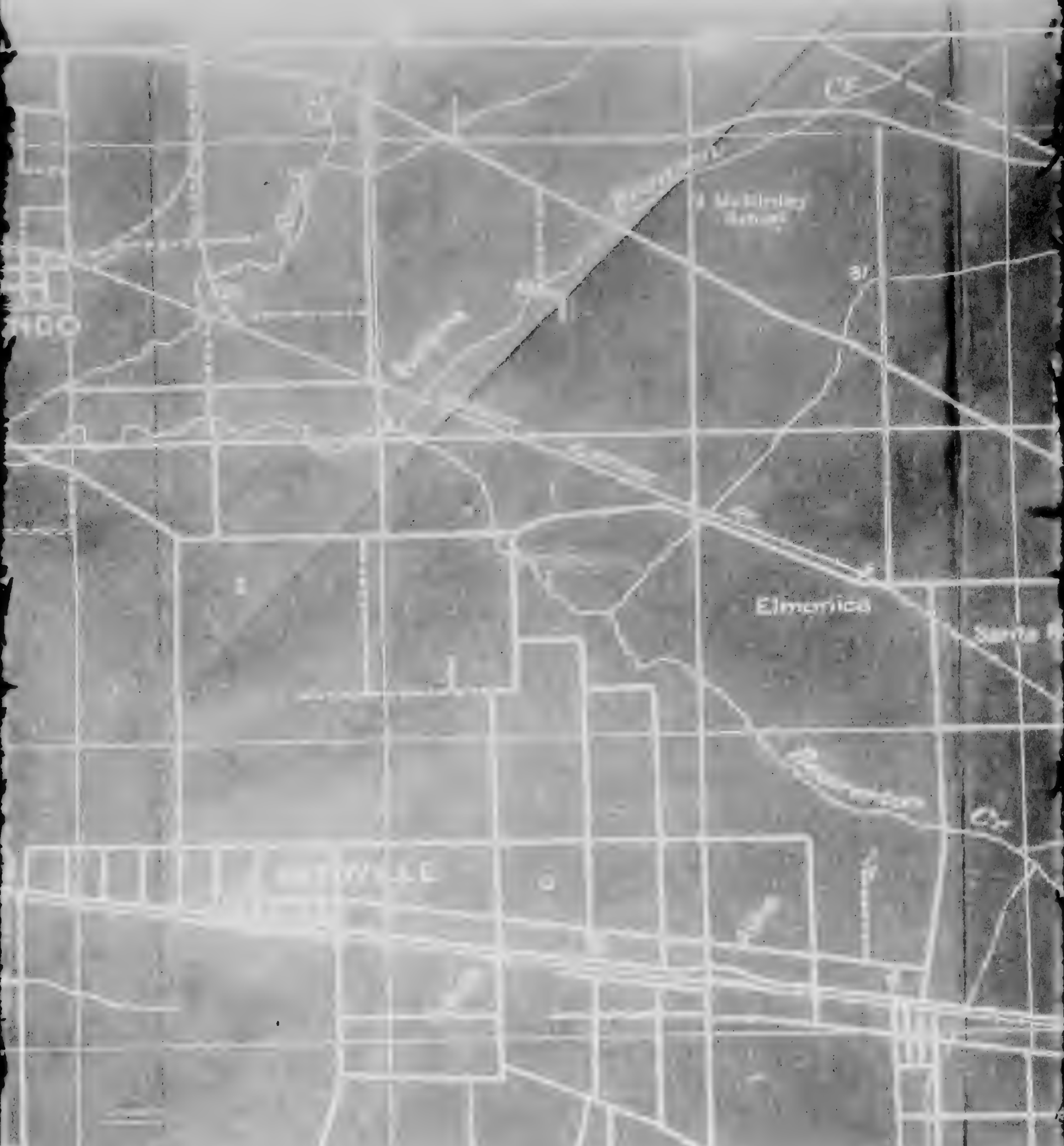
REEDVILL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School
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Elmonica
Santa R
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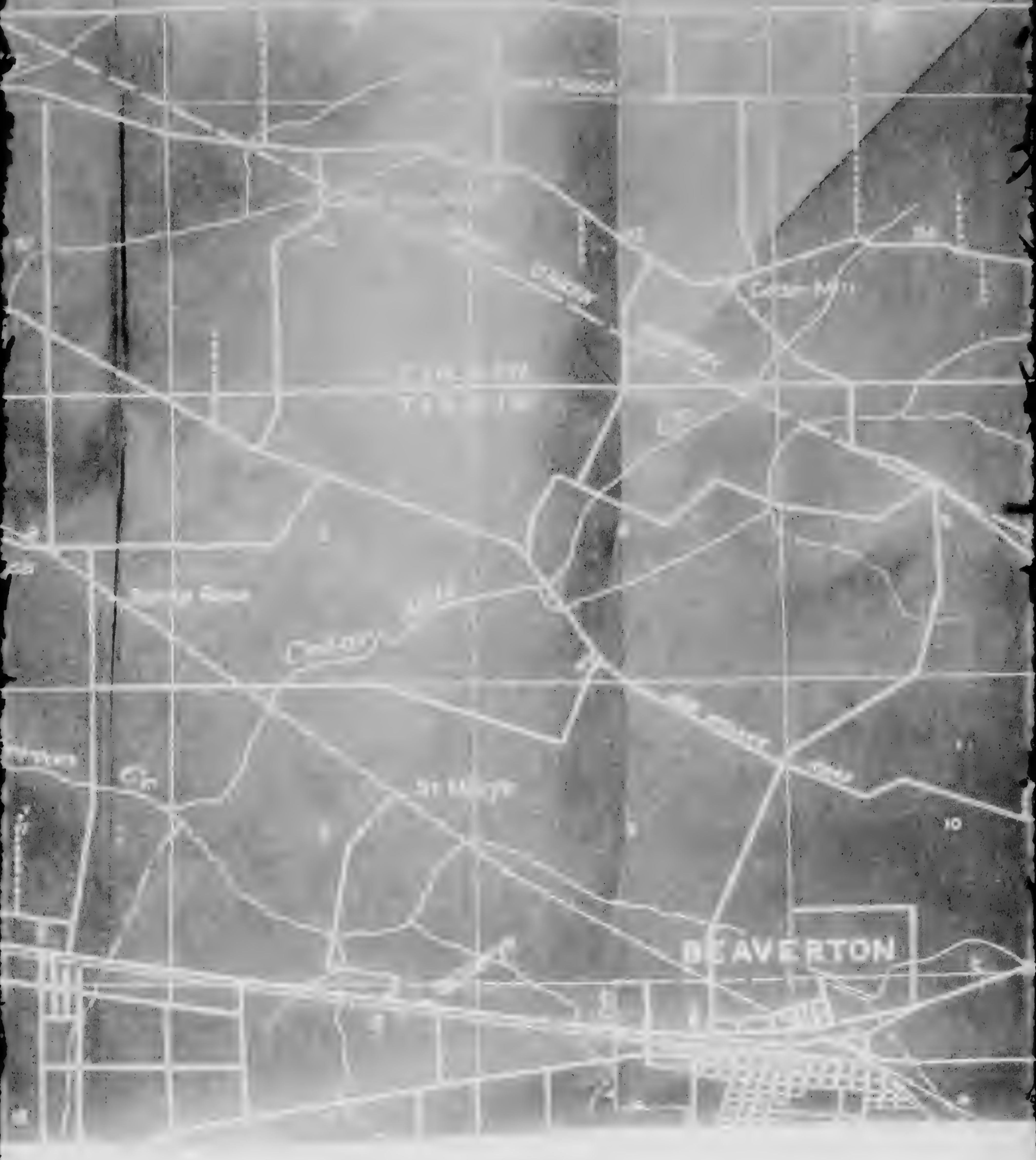
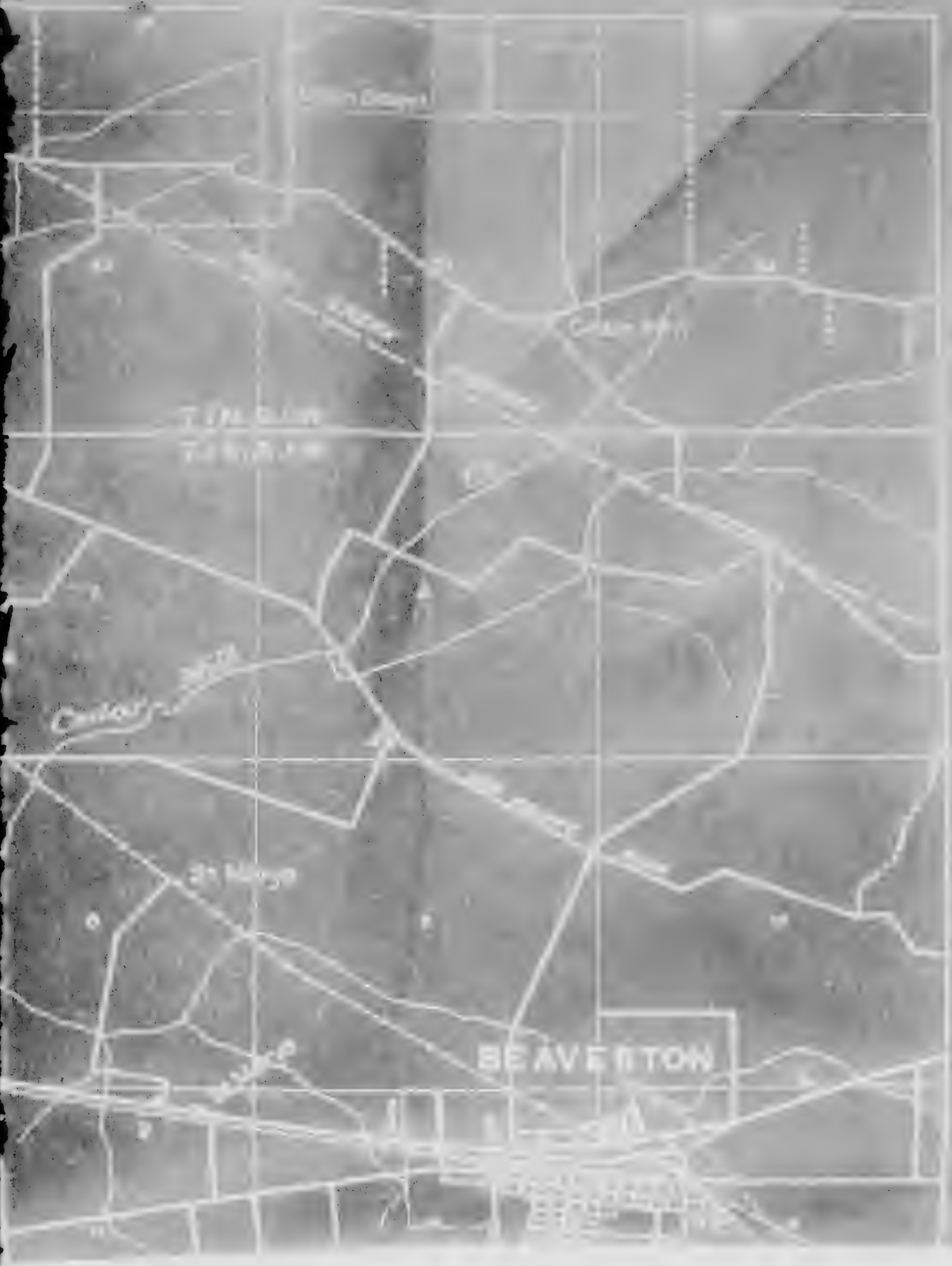
Cr.


Cedar Mill
St Mary's
10
BEAVERTON


Cedar Mill
St Marys
BEAVERTON

W.END OF PROJECT

NEYTON

OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
TUALATIN RIVER SECTION
FARMINGTON HIGHWAY
WASHINGTON COUNTY
PROJ. NO. N.R.S.-202
Scale: 1" = 2000' [illegible]

CONTRACT#1518,

SEE:

CONTRACT#1420,

2

1918 SIE: Contract 1.2

944

CONTRACT #1520,

SEE: —

CONTRACT #1327,

CONTRACT#1520,

SEE:

CONTRACT#1369,

1520 [illegible] : Contract 1369

CONTRACT#
1521

NRFLH 4-C Stinkingwater Mtn.-Drinkwater Pass Sec. 1933

1521

#1521

FLH-4C

December 21, 1934

United States Fidelity & Guaranty Company,
Tate, Westenfelder & Berg, Inc. Agents,
Wilcox Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1521 for the construction of the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County has been completed by the contractors, Joplin & Eldon, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 31, 1934.

The State has been advised of the claim of the Panther Oil & Grease Company in amount of $268.28 against this contract. You are advised that the State assumes no responsibility for the above claim or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $128,055.00 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. USPW Ore. NRFL 4-C

POST OFFICE BUILDING
PORTLAND, OREG.

May 17, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered [illegible] project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encl.

Jcon

Hxpr 19189

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRFL-4. Section C.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of March, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 22nd day of October, 1932, a project statement, which was approved by the Secretary on the 9th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 9th day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ninety-eight thousand, five hundred four and 03/100 dollars ($98,504.03) as the share of the United States payable under said act on account of Section C of said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

6—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ______________________________ (Include date and citation of act of legislature by which authorized)

(*b*) From other sources - Funds to the extent of $88,804.08 will be made available under Section 205, Title II of the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933; (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 503+88 at the west boundary of the NW 1/4 of Section 18, T 21 S, R 35 E, W.M., and survey station 402+30 on the NE 1/4 of Section 35, T 20 S, R 36 E, W.M. (excepting therefrom those portions between survey stations 520+45 and 560+43, stations 614+07 and 60+20, stations 238+33 and 246+40, and between stations 261+22 and 318+20, all included in U. S. Public Works Project No. NRH 187, Section B)

__________, length 6.492 miles, in Harney County, being Section C of Oregon U. S. Public Works project No. NRPL-4, consisting of 6.492 miles of roadway and no bridges, [illegible] of more than 20 feet clear span,

[illegible] known locally as the Stinking Water-Drinkwater Pass section of the Oregon Central Highway, between the official control points, a connection with Federal Aid Route 21 at Burns and a point on Federal Aid Route 5 at Vale.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of ninety-eight thousand, five hundred four and 03/100 dollars ($98,504.03), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~[illegible]~~

~~dollars ($~~ is ~~),~~ the approved total estimated cost of Section 6 of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9. 1921. out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 5 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—5518

By P St J Wilson
Acting Chief, Bureau of Public Roads

1.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department ~~a~~ U.S.Public Works Project No. [illegible]-4,C State of Oregon

Second. That in accordance with said provisions I have approved the sum of $22,504.03 as the total estimated cost of said project, and the sum of $22,504.03 as the share of the United States, payable under said acts on account of such project, which is the ~~[illegible]~~ total estimated cost.

Done at the city of Washington, this 5 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—1820

By [illegible] Wilson
Acting Chief, Bureau of Public Roads

MAY 1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 16, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed for signature and return to this office are two copies of agreement for Oregon U. S. Public Works Project NRFL-4-C, the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway. We are also enclosing an approved copy each of the estimate and specifications.

One print each of plan sheets Nos. 2, 5, 17 and 18 have been lost from one set of plans previously furnished. Will you kindly send us one print of each of these sheets?

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

December 1, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The adopted location of Federal Lands projects 4-C and 4-D, and the intervening sections which are Federal Aid project 187, differs substantially from the location shown on the project statement sketch map. In such cases, it is necessary that revised sketch maps be furnished to the Washington Office in triplicate. Will you therefore kindly submit four copies of revised sketch maps for the two projects mentioned.

Your letter of September 14, 1933, gives certain advice concerning the tracings showing the rights of way and land status. The instructions in General Land Office Circular 1310 (copies of which have been furnished you by that governmental agency) require that one of the tracings be returned to the State Highway Department and submitted through this Bureau to the Secretary of Agriculture for action, in accordance with provisions of Section 17 of the Federal Highway Act. Also, we have no evidence that the right of way has been approved by the Interior Department. This matter should be cleared up so that there will be no delay in securing ultimate approval.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

REFERRED TO
Probst
By State Highway Engineer

Please attend
to this.

December 7, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of December 1st, we are enclosing herewith eight copies of the project statement map for the Burns-Juntura Section of the Central Oregon Highway, Federal Lands Highway Project No. 4, revised to show the adopted alignment.

With reference to the second paragraph of your letter in which comment is made to our letter of September 14th, and, likewise, to General Land Office Circular No. 1310 concerning tracings and duplicates submitted to the General Land Office for the purpose of securing rights-of-way across public lands, please be advised that our interpretation of the instructions contained in Circular No. 1310 which refers to "tracings" and "duplicates" was that the "duplicates" were prints made from the tracings. Accordingly, in connection with the government-owned lands that are traversed by F. L. H. Projects 4-C and 4-D, two tracings and two prints were sent to the local land office at The Dalles for certification. Only the two prints were returned to this office, these being in turn submitted to you in connection with the above mentioned projects, and it has been our supposition that the two tracings were forwarded by the local land office to the General Land Office at Washington. We are, accordingly, writing to the local land office concerning the second tracing and are requesting that it be returned to us. Upon receipt of it, we will, in turn, submit it to your office.

You will recall that with the P. S. & E. papers for F. L. H. Project No. 4-D, certified prints were submitted to show the government-owned lands traversed by the highway where a revision in alignment had been made. As soon as the certified tracing for this unit has been returned by the local land office, it will be, likewise, forwarded to your office.

Very truly yours,

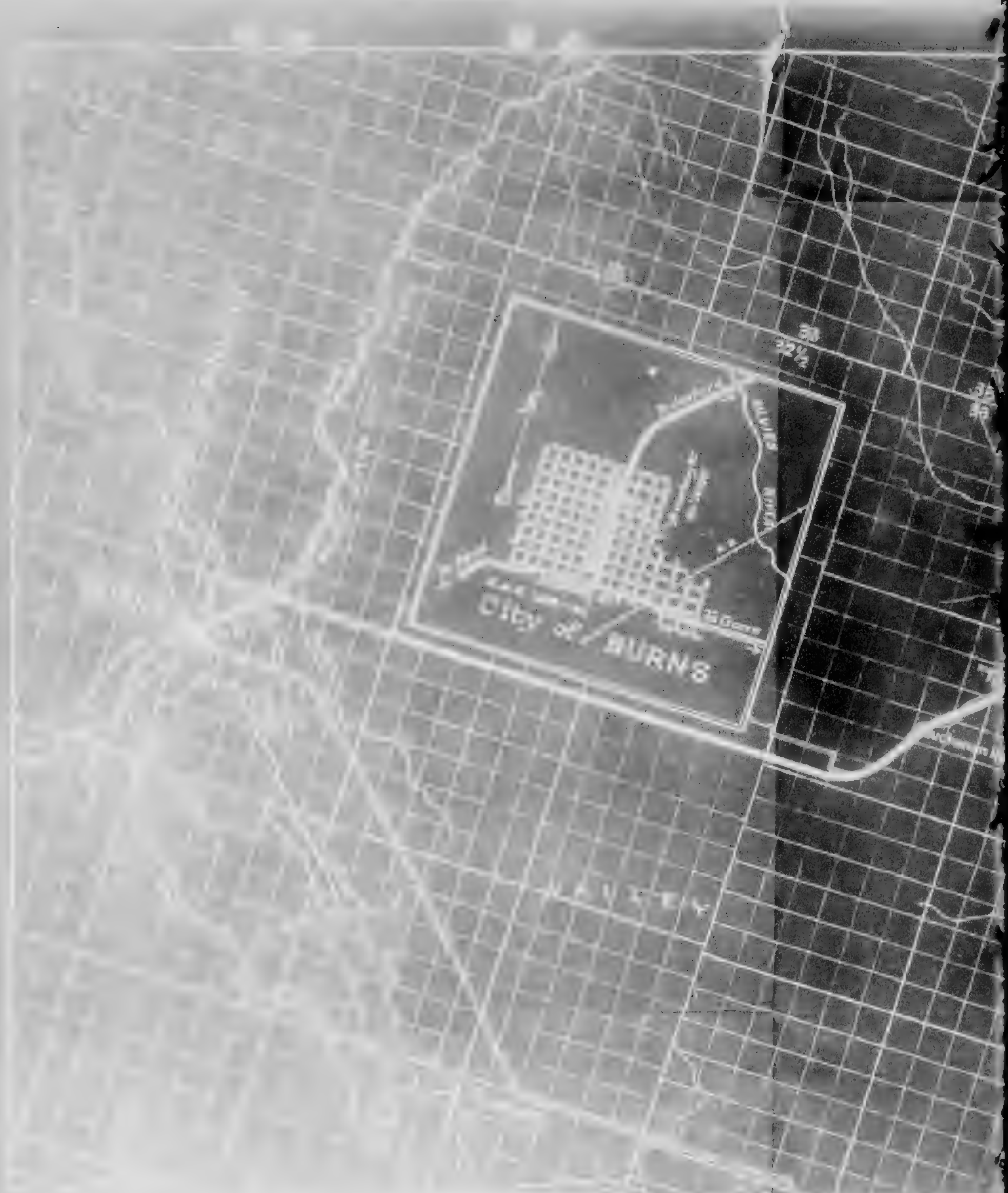
R. H. BALDOCK
State Highway Engineer

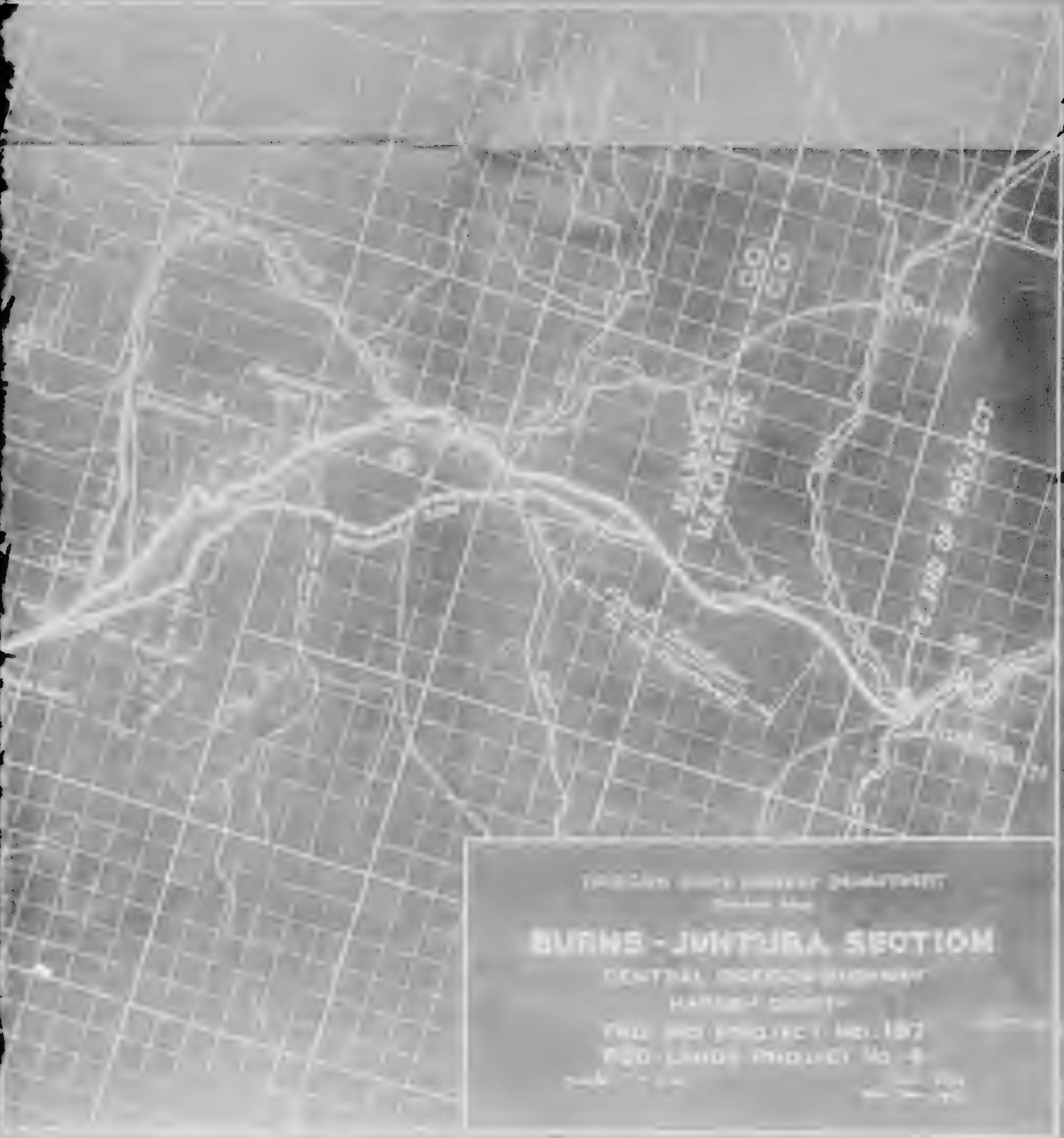
By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/[illegible]

Encl.


City of
BURNS
38
32½



OREGON STATE HIGHWAY DEPARTMENT

[illegible] MAP

BURNS - JUNTURA SECTION

CENTRAL OREGON HIGHWAY

HARNEY COUNTY

FED. AID PROJECT NO. 197

FED. LANDS PROJECT NO. 4

OREGON STATE HIGHWAY DEPARTMENT
BURNS - JUNTURA SECTION
CENTRAL OREGON HIGHWAY
HARNEY COUNTY

WESTERN UNION

Juntura, Oregon,
November 22, 1933.

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
Portland, Oregon.

Work started this date on Fedral Lands Highway Project ~~4-C~~ Contract #1521

E. G. Bickmore,
Resident Engineer.

1933

November 9, 1933

Mr. V. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Stinkingwater Mountain-Drinkwater Pass Section, Federal Lands Highway Project No. 4-C.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

F. M. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. 4-C

DRINKWATER MOUNTAIN-DRINKWATER PASS SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 7, 1928.

Roadwork thru Public Lands: (Sta. 306+83 to 330+16)
(Sta. 560+34 to 614+07) (Sta. 60+30 to 238+03)
(Sta. 346+40 to 381+63) (Sta. [illegible] to [illegible])

All Required		Clearing and Grubbing		$ 2,157.12
286,000	cu. yds.	Excavation, Single Classification	$ 0.22	62,920.00
382,000	yd. sta.	Overhaul	0.02	7,640.00
31,800	yd. mi.	Truck Haul	0.20	6,340.00
1,000	lin. ft.	18" Culvert Pipe	2.50	2,500.00
210	" "	24" " "	3.20	672.00
90	" "	36" " "	6.00	540.00
300	" "	18" " " (Extra Strength)	2.50	750.00
230	" "	36" " " (" ")	7.00	1,610.00
7,000	cu. yds.	Selected Roadbed Topping	0.25	1,750.00
14,000	yd. mi.	Hauling " "	0.20	2,800.00
		Sub-total		$ 89,542.12
		10% Engr. & Cont.		8,954.21
		Total..........................		$ 98,496.33

Length of Roadwork 6.502 miles

Cost per mile $ 15,149.50

Federal Lands Highway Funds Requested.... ....$ 98,504.65

State Funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRFLH 4-C, the Stinkingwater Mountain-Drinkwater Pass section of the Central Oregon Highway, to Joplin & Eldon, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

FLH-4C
15.21

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 9, 1933

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon National Recovery Federal Lands Highway Project No. NRFLH 4-C, the Stinkingwater Mountain-Drinkwater Pass section of the Central Oregon Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

October 5, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six revised copies of the estimate to accompany plans for the Stinkingwater Mountain-Drinkwater Pass Section, Federal Lands Highway Project No. 4-C. This estimate has been changed to show the correct quantities for "Selected Roadbed Topping" and "Hauling Roadbed Topping".

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/OB

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-187-B

STINKINGWATER MOUNTAIN-DRINKWATER PASS SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, October 2, 1935.

ROADWORK AND BRIDGES THRU PRIVATE-OWNED LANDS

Roadwork (Sta. 475/00 to 508/51) (Sta. 580/45 to 590/54) (Sta. 614/07 to 685/51.7 = 0/00 to 60/30) (Sta. 238/35 to 246/40) (Sta. 251/82 to 318/30)

All Required		Clearing and Grubbing			$ 600.00 ✓	1300
97,000	cu. yds.	Excavation, Single Classif.	$ 0.30	.22	29,100.00 ✓	2134-
185,000	yd. sta.	Overhaul	0.03	.02	5,550.00 ✓	3,700
24,200	yd. mi.	Truck Haul	0.15	.20	3,630.00 ✓	4840
170	lin. ft.	18" Culvert Pipe	2.00	2.30	340.00 ✓	[illegible]
60	" "	24" " "	3.00	3.20	180.00 ✓	[illegible]
130	" "	36" " "	5.00	6.00	650.00 ✓	780
70	" "	48" " "	10.00	8.00	700.00	560
440	cu. yds.	Rip Rap	1.50	[illegible]	660.00	1320
4,000	" "	Selected Roadbed Topping	0.30	.25	1,200.00	1000
8,000	yd. mi.	Hauling " "	0.15	.20	1,200.00	1600
		Sub-total			$ 43,810.00 ✓	[illegible]
		10% Engr. & Cont.			4,381.00	
		Total			$ 48,191.00	[illegible]

Middle Fork, Malheur River Bridge (No. 1962)

	750	lin. ft.	Treated Piling	$ 1.00	$ 750.00
7.5	~~8.5~~	M-FBM	" Lumber	85.00	722.50
	175	lin. ft.	Trestle Superstructure	25.00	4,375.00
					$ 5,847.50

Stinkingwater Creek Bridge, (No. 1961)

	700	lin. ft.	Treated Piling	$ 1.00	$ 700.00
8.5	~~7.5~~	M-FBM	" Lumber	85.00	637.50
	146	lin. ft.	Trestle Superstructure	25.00	3,650.00
					$ 4,987.50

Sub-total	$ 10,829.82
10% Engr. & Cont.	1,082.98
Total	$ 11,912.80

Length of Roadwork	3.935 miles
" " 2 Bridges, 319.0 feet	.060 "
Total Length	3.995 "
Cost per mile, Roadwork	$ 12,247.16

National Recovery Highway Funds Requested:-

Roadway, -	$ 48,191.00
Bridges, -	11,912.80
Total	$ 60,103.80

Sept. 30, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Reference is made to proposed Oregon National Recovery Federal Lands Highway Project No. 4-C and National Recovery Highway Project No. 187-B for ~~which P.S.~~ & E. papers have been received.

The estimates on these projects are probably in error as to the quantities of selected roadbed topping and hauling roadbed topping. The estimate for N.R.F.L.H.P. No. 4-C contains the quantities of these two items shown on the summary sheet for 187-B and the estimate for 187-B shows the quantities on the project for 4-C.

The length of bridges on the estimate for 187-B shows 240-ft., while the plans show 220-ft. This reduces the bridge length to .041 mile, and increases the roadway length to 3.922 mi.

The papers will be held in this office pending receipt of revised estimates.

Very truly yours,

W. H. LYNCH
District Engineer.

September 15, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

The plans sent to you yesterday for the Stinkingwater Mountain-Drinkwater Pass Section, F. L. H. Project No. 4-C, show 150 lin. ft. standard strength 18" Culvert Pipe at approximate station 402, which item has been changed to 230 lin. ft. Extra Strength Culvert Pipe. We are enclosing, herewith, six copies of revised estimate to replace those sent to you yesterday. Revised copies of the bidding sheets and page 16 of the special provisions are likewise enclosed and blueprint copies of the plan, sheets Nos. 2 and 21, are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. 4-C

STINKINGWATER MOUNTAIN-DRINKWATER PASS SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany grading plans. Not as basis for project agreement.)

Salem, Oregon, ~~September 15~~ Oct 2, 1933.

Roadwork through Public Lands (Sta. 508+51 to 520+66)
(Sta. 560+54 to 614+07) (Sta. 60+20 to 238+33)
(Sta. 246+40 to 261+82) (Sta. 318+20 to 402+30)

All Required		Clearing and Grubbing		$ 400.00	
286,000	cu. yds.	Excavation, Single Classification	$0.30	85,800.00	
383,000	yd. sta.	Overhaul	0.03	11,490.00	
31,800	yd. mi.	Truck Haul	0.15	4,770.00	
1,000	lin. ft.	18" Culvert Pipe	2.00	2,000.00	
210	lin. ft.	24" " "	3.00	630.00	
90	" "	36" " "	5.00	450.00	
300	" "	18" " " (Extra Strength)	2.50	750.00	
230	" "	36" " " (" ")	6.00	1,380.00	
7000 ~~4,000~~	cu. yds.	Selected Roadbed Topping	0.30	~~1,200.00~~	2100.00
14000 ~~8,000~~	yd. mi.	Hauling " "	0.15	~~1,200.00~~	2100.00
		Sub-total		~~$110,870.00~~	111,870.00
		10% Engr. & Cont.		~~11,087.00~~	11,187.00
		Total		~~$121,957.00~~	123,057.00

Length of Roadwork 6.502 miles

Cost per mile ~~$18,681.50~~ 18926.02

Federal Lands Highway Funds Requested ~~$121,957.00~~ $123057.00

September 14, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Stinkingwater Mountain-Drinkwater Pass Section, Federal Lands Highway Project No. 4-C.

Five bid proposals and five sets of blueprint plans for the above described work are being sent under separate cover.

We are likewise sending two blue line prints of a 400' scale map of this project, which prints have been certified by the Register of the U. S. Land Office at The Dalles as to the status of public owned lands traversed by the highway. These prints are being submitted to your office in accordance with the instructions given in circular No. 1310 issued by the General Land Office of the Department of the Interior, and the tracings from which the prints were made were sent to the local U. S. Land Office for recording and forwarding to the General Land Office at Washington, D. C.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Oregon State Highway Department

Federal Lands Highway
Project No. 4-C

STINKINGWATER MOUNTAIN-DRINKWATER PASS SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany grading plans. Not as basis for project agreement.)

Salem, Oregon, September 14, 1936. 15

Roadwork thru Public Lands: (Sta. 508+61 to 520+66)
(Sta. 560+64 to 614+07) (Sta. 60+40 to 238+33)
(Sta. 246+40 to 261+82) (Sta. 318+40 to 402+50)

(A)

	All Required		Clearing and Grubbing		$ 400.00
	286,000	cu. yds.	Excavation, Single Classif.	$ 0.30	85,800.00
	383,000	yd. sta.	Overhaul	0.03	11,490.00
	31,800	yd. mi.	Truck Haul	0.15	4,770.00
1000	1,150	lin. ft.	18-inch Culvert Pipe	2.00	2,300.00
	210	" "	24-inch " "	3.00	630.00
	90	" "	30-inch " "	5.00	450.00
	230	" "	36-inch " " (Extra Strength)	6.00	1,380.00
	4,000	cu. yds.	Selected Roadbed Topping	0.30	1,200.00
	8,000	yd. mi.	Hauling " "	0.15	1,200.00
	300	lf	18" inch Pipe (...)	$250	
				Sub-total	$ 109,620.00
				10% Engr. & Cont	10,962.00
				Total	$ 120,582.00

Length of Roadwork 6.502 miles

Cost per mile $ 18,545.37

Federal Lands Highway Funds Requested $ 120,582.00

CONTRACT#1521,
1522, 1568,

NRH 187-B Stinkingwater Mtn.-Drinkwater Pass Sec. 1933

1521-1522-1568

Federal

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

April 23,1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final vouchers recently submitted for Oregon U. S. Public Works projects NRH 187-B and FLH 4-C.

Our records indicate that the projects were not completed until October 15th, while the time limit for completion was August 31st. We should have some statement concerning extension of time or enforcement of liquidated damages for these projects.

Price Agreement No. 1 with Curtis Gardner for changing the straight bridge to a skew bridge is not eligible for Federal participation. We were never furnished with revised plans and have not approved the change. The cost of the overrun in quantity of treated lumber, which you state is due to the change in plans, is likewise ineligible.

The voucher will, therefore, be recommended in the reduced amount of $3,459.53.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Carbon [illegible] McCullough
[illegible] MAY 8 '35

As originally submitted	3914.34
" corrected	3459.53
Amount to be credited	454.81

J 48

February 5, 1935

Mr. Carl G. Washburne
State Highway Commissioner
Eugene, Oregon

Dear Mr. Washburne:

This letter and the attached voucher are being delivered to you by Mr. Curtis Gardner, bridge contractor, to whom the Commission awarded Contract No. 1568 for the construction of bridges over Stinkingwater Creek and Malheur River on the Central Oregon Highway in Harney County.

The voucher is in the amount of $1,282.41 and represents final payment to Mr. Gardner in connection with this particular job. The project was completed last May, but final payment was not made heretofore for the reason that there was a difference of opinion as to the exact amount due. This has now been adjusted and the voucher has been prepared accordingly.

Mr. Gardner is delivering this voucher to you in order to expedite payment as he is leaving for Alaska on a boat which leaves Seattle next Monday and needs the money, represented by this voucher, to finance his trip. Due to the fact that he has been waiting since last May to get his money, we have agreed to accommodate him as much as possible, and I trust this meets with your approval. When you have signed the voucher, Mr. Gardner will return it to me so that I can secure tomorrow Mr. Scott's signature.

Thanking you, I remain

Very truly yours,

Secretary

HBG:AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

December 11, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U. S. Public Works project No. NRH 187-B and NRFL 4-C ______, was made by a representative of this office on November 7, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Jm

#1521

1878.

November 5, 1934

Mr. J. H. Kelley
Attorney and Counsellor at Law
Yeon Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of November 3 stating that Joplin & Eldon intend to contest the claim filed against them by the Panther Oil & Grease Manufacturing Company for supplies furnished in connection with their contract for the construction of the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County.

Very truly yours,

Secretary

HBG:AJ

J. H. KELLEY
ATTORNEY AND COUNSELOR AT LAW
YEON BUILDING
PORTLAND, OREGON

November 3, 1934.

RECEIVED
NOV [illegible]

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Joplin & Eldon have received a copy of your letter addressed to the United States Fidelity & Guaranty Company dated October 31, 1934 in which you state that the Panther Oil & Grease Mfg. Co. have filed a claim against the bond furnished by Joplin & Eldon in connection with State Highway Contract No. 1521 covering grading work on the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County, for $268.38. This is to advise you that Joplin & Eldon intend to contest this claim.

Will you kindly acknowledge receipt of this letter.

Very truly yours,

J. H. Kelley

J. H. KELLEY.

JHK:Y
cc U.S. Fidelity & Guaranty Co

#1521

October 31, 1934

1878-

Mr. E. A. Boyrie, Attorney
400 Pittock Block
Portland, Oregon

Dear Sir:

In accordance with your request of recent date we are sending to you today, by express, one certified copy of State Highway Contract No. 1521 covering the grading of the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County; Joplin & Eldon, Contractors.

We understand that you wish this certified copy to be used in connection with the claim filed by Panther Oil & Grease Mfg. Company for $268.38, and for which an affidavit has been furnished to this office.

Very truly yours,

HBG:OG

Secretary.

October 31, 1931

Hon. P. J. Stadelman
Secretary of State
CAPITOL BUILDING

Dear Sir:

This is to acknowledge receipt of your letter of October 29 with attached copies of notice of claim which has been filed by Feather Oil & Grease Mfg. Company for $268.38 against the bond furnished by Joplin & Eldon in connection with State Highway Contract No. 1521 covering the grading of the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County.

In accordance with our usual practice we are today sending copies of this notice to the surety and the contractor.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

OG

October 31, 1934

United States Fidelity & Guaranty Company,
G. B. Ackles, Manager,
Porter Building,
Portland, Oregon.

Dear Sir:

We are attaching a copy of notice of claim which has been filed by Panther Oil & Grease Mfg. Company against the bond furnished by Joplin & Eldon in connection with State Highway Contract No. 1521 covering grading work on the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County. As you will note, this claim is in the sum of $268.38 and represents supplies furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

OG Secretary.

cc Joplin & Eldon
P.O. Box 5686
Kenton Station
Portland

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

October 29, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Penther Oil & Grease Mfg. Company for $268.38 against the bond taken from Joplin & Eldon, principal, and U.S. Fidelity & Guaranty Company, surety, for work on the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway, contract No. 1521, which was forwarded to this office by Mr. E. A. Boyrie, Attorney, 400 Pittock Block, Portland, Oregon.

You will note that an affidavit is attached to the notice and Mr. Boyrie requests that a certified copy of the contract and bond be forwarded to him.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
enc.3

COPY

TO THE STATE OF OREGON:

NOTICE is hereby given that the undersigned, PANTHER OIL & GREASE MFG. CO., has a claim for merchandise and materials consisting of grease in the sum of Two Hundred Sixty-eight and 38/100th ($268.38) Dollars, against the bond taken from JOPLIN & ELDON and United States Fidelity & Guaranty Company for the work of grading of the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County, Oregon, being State Highway Contract No. 1521.

PANTHER OIL & GREASE MFG. CO.,

By J. A. EDDINS

CREDIT MANAGER

* * * * * * * * * * *

Invoice No. 23170

WILLAMETTE CONSTRUCTION CO.

Date Nov. 24, 1934

DREWSEY OREGON

Salesman HCJ

PORTLAND OREGON % HOLMAN
TRANSFER CO FOR DELIVERY
TO DREWSEY OREGON

Terms 30 Days

via COTTON BELT RY

Quantity	Article	Net	Price	Amount
5-½	DRUMS NEW PANTHERIZED SURE GREASE "MICRO-PHYTIC PROCESSED" #00-SPEC FOR TRANSMISSIONS	988	13½	133.38
5-½	DRUMS NEW PANTHERIZED SURE GREASE "MICRO-PHYTIC PROCESSED" #1-SPEC FOR TRACTOR ROLLERS	1000	13½	135.00
				268.38

FREIGHT PREPAID

Endorsed: File No. 2488
Filed October 29, 1934
P. J. STADELMAN,
Secretary of State

AFFIDAVIT

STATE OF TEXAS)
COUNTY OF TARRANT) ss.

I, J. A. Eddins, being first duly sworn, depose and say that I am Credit Manager of PANTHER OIL & GREASE MFG. CO., a corporation, and have personal knowledge of the facts hereinafter stated.

That said PANTHER OIL & GREASE MFG. CO. sold and delivered to Willamette Construction Co., merchandise and material consisting of grease for use on and which was used in the prosecution of the work of grading of the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County, Oregon, being State Highway Contract No. 1521.

J. A. EDDINS

Subscribed and sworn to before me this 10th day of October, 1934.

VILA HILL
Notary Public in and for Tarrant
County, Texas.

My Commission expires:
May 31st, 1935.

(NOTARIAL SEAL)

Endorsed: File No. 2456
Filed October 29, 1934
P. J. STADELMAN
Secretary of State

October 31, 1934

187B

United States Fidelity & Guaranty Co.
G. B. Eckles, Manager
Porter Building
Portland, Oregon

Gentlemen:

This is to advise you that it is the intention of the State Highway Commission to make semi-final payment to Joplin & Eldon on State Highway Contract No. 1521 covering grading work on the Stinkingwater Mt.-Drinkwater Pass Section of the Central Oregon Highway in Harney County. This payment will be made on or after November 10, 1934.

Please acknowledge receipt of this notice.

Yours very truly,

Secretary

MC

FORM 2-D-1 14689 800 2-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

GON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

187E

October 27, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

All work on the Stinking Water Mountain-Drink Water Pass Section, Central Oregon Highway in Harney County has been completed at a total cost of $154,006.93. The project authorization for this section was $159,245.50, the underrun of approximately $5,200.00 being all in the contingencies and engineering funds.

Actual quantities required for the construction checked quite closely with the preliminary estimate. There was an overrun of approximately 3% in excavation quantities, this overrun being caused almost entirely by the small increase in quantities on that section around Beede Reservoir on the west end of the project.

Overhaul quantities were practically the same as estimated, showing a variation of only 1-1/2%. The truck haul quantities, however, were increased approximately 11,000 yard miles, this increase being principally caused by hauling excess materials caused by heavier swell than anticipated to widen embankments uniformly.

A few variations occurred in estimated amounts of various sizes culvert pipe as compared with the actual amount used. The total lineal feet of pipe ~~extended~~ estimated, however, was 2,260 lineal feet ~~extended~~ estimated at a cost of $7,794.00. The actual amounts used were 2,296 lineal feet, costing $7,636.80, which shows an exceptionally close check for the culvert pipe items.

No riprap was used on the project as the line change around the Beede Reservoir eliminated the necessity of riprap.

Selected roadbed topping as actually used underran preliminary estimate approximately 11% as suitable materials were encountered in some excavations which obviated the necessity of placing additional topping. For this same reason the hauling of topping showed an underrun also.

NOTED
State Highway Engineer

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

GON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Stinking Water Mountain-Drink Water Pass. Page 2.

Upon completion of the work there was 74 lineal feet of 18" pipe left on the job. This pipe was ordered by the engineer but due to slight changes in the plans the culvert was not required. The contractor is therefore entitled to payment for this pipe, which I have allowed him at the rate of $1.80 per lineal foot. This price is based on a cost price f.o.b. Juntura of $1.70 per lineal foot and an additional 10¢ per foot for transporting pipe from Juntura to Drewsey.

Yours very truly

WCWilliams

Division Engineer

WCW:RM

cc Mr. Baldock

Form 338—5M—2-34

O[illegible]GON STATE HIGHWAY COMMISSION

1

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Stinkingwater Mtn. —

For Week Ending Oct. 13, 1934

Section Stinkingwater Pass

Kind of work Grading

Highway Central Oregon

Section prefix 13PL NRH 187B

Contractor Joplin & Eldon

Contract number 1521

Date of contract Oct 25, 1933

Date of completion Aug. 31, 1934

Date work started Nov. 22, 1933

Estimated date of completion Oct. 16, 1934

Amount of contract $176585.00

Per cent of time elapsed 112 %

Estimated cost of completed project, exclusive of engineering $176585.00

Per cent of contract completed, based on total contract price 99 %

Engineering costs to date, $5750.00, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractors force is continuing with the finishing work west of Stinkingwater crossing. It is estimated that two more days will be required to complete the work in that vicinity.

The surfacing crew will start operations again monday.

RECEIVED
OCT 1[illegible] 1934

H. G. SMITH

Signed E. G. Richmore

Address Drewsey Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	10.47				
Miles partially completed	10.47				
Miles completed	10.47				
Total estimated quantities	385,000				
Estimated quantities moved or placed to date	385,000				
Average daily quantities	1145				
Average daily quantities necessary to complete project on time	0				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	25				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	[illegible] COUNTY	Harney COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	12	13					
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors 1, Bull dozers 1, Sheet-foot rollers ...., Scrapers 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair	None	
Monday	"	"	
Tuesday	"	"	
Wednesday			
Thursday			
Friday			
Saturday			

187 B

September 27, 1934

Mr. E. A. Beyrie
Law Offices of William B. Layton
400 Pittock Block
Portland, Oregon

Dear Sir:

Your letter of September 26, 1934, directed to P. J. Stadelman, Secretary of State, has been referred to this office for reply.

State Highway Contract No. 1521 was awarded by the State Highway Commission to Joplin & Eldon on October 25, 1933 for the grading of the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County, 10.47 miles in length. The name of the principal contractor is Joplin & Eldon. The surety on the bond is the United States Fidelity & Guaranty Company, Westenfelder & Berg, Incorporated, Agents and G. B. Eccles, General Manager, Porter Building, Portland, Oregon.

Our records show this job was approximately ninety-three percent complete on September 10, 1934. The specified date of completion, as extended, is October 15, 1934.

Very truly yours

Secretary

HBG:B

#1521
Harney Co.

Law Offices of
William P. Layton
400 Pittock Block
Portland, Oregon

Edward A. Boyrie
Reuben G. Lenske
N. Ray Alber
Lester L. Ahlgrim

September 26, 1934.

Secretary of State,
Highway Department,
Salem, Oregon.

Re: Joplin & Eldon,
Juntura, Oregon.

Gentlemen:

Would you be so kind as to advise if Joplin & Eldon have contracted with the State, thru your department, for certain road work in Harney County, Oregon, known as contract No. 1521?

If so, would you please furnish me the correct legal description of this contract and advise correct name of principal contractor and surety on the bond. Also, please advise if the job has as yet been finished and, if so, what the date of completion was.

Thanking you, I am

Very truly yours,

EAB:RS

SECRETARY OF STATE
RECEIVED
SEP [illegible] 1934
STADELMAN

**Respectfully referred to the State Highway Department
by P. J. Stadelman, Secretary of State**

#1568

187-B

August 29, 1934

Sept, 27, 1934

H. B. G.

Re Joplin & Eldon Cont. #1521 - Stinkingwater Mountain-Drinkwater Pass
Section in Harney County, 10.47 Mi. grading.

Surety is:- United States Fidelity & Guaranty Co.,
Tate, Westenfelder & Berg, Inc. Agents, Portland.

This contract was approximately 93% complete on Sept, 101934 -

The date of completion of the contract is Oct, 15, 1934.

---

for [illegible]
contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $10,[illegible] including the final payment. Of this amount
$

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1568

187-B

August 29, 1934

Maryland Casualty Company,
Rodgers Banks & Lipscomb, Agents,
Railway Exchange Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1568 for the construction of bridges over Stinkingwater Creek and Malheur River on the Central Oregon Highway in Harney County has been completed by the contractor, Curtis Gardner, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 8, 1934.

The State has been advised of the claim of the Chas. R. McCormick Lumber Company in amount of $1,813.56 for material furnished. You are advised that the State assumes no responsibility for this claim or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $10,896.28 including the final payment. Of this amount $

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1568

189-B

August 28, 1934

Hon. P. J. Stadelman
Secretary of State
CAPITOL BUILDING

Dear Sir:

Acknowledgment is made of the receipt of your letter of August 25 with attached copies of notice of claim which has been filed by the Chas. R. McCormick Lumber Company against the bond furnished by Curtis A. Gardner in connection with State Highway Contract No. 1568 covering bridge construction over Stinkingwater Creek and the Malheur River in Harney County.

In accordance with our usual practice we are today notifying the surety and contractor of the existance of this claim.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

August 28, 1934

Maryland Casualty Company
Rodgers, Banks & Lipscomb
Railway Exchange Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Chas. R. McCormick Lumber Company against the bond of Curtis A. Gardner for materials furnished in the amount of $1813.56 in connection with State Highway Contract No. 1568 which was awarded to Mr. Gardner for bridge construction over Stinkingwater Creek and the Malheur River in Harney County.

This notice is sent to you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Curtis Gardner
3830 N. E. 32nd Place
Portland, Oregon

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

August 25, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Chas. R. McCormick Lumber Company for materials furnished in the amount of $1813.56 against the bond taken from Curtis A. Gardner, principal, and Maryland Casualty Company, surety, for work on the bridge over Stinking Water Creek and Malheur River on the Central Oregon Highway in Harney County.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

M
enc. 3

COPY

CHAS. R. MC CORMICK LUMBER COMPANY
MC CORMICK TERMINAL
PORTLAND, OREGON

AUGUST 24, 1934

Hon P J Stadleman, Secy State
Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned, Chas. R. Mc Cormick Lumber Co., has a claim for Creosoted and other materials in the sum of $1625.56 against the bond taken from Maryland Casualty Co., Railway Exchange Bldg., Portland, for material used in the construction of bridge over Stinking Water Creek and Malheur River on the Central Oregon Highway in Harney County. This contract was awarded to Curtis & Gardner.

Yours very truly,

Chas. R. Mc Cormick Lumber Co.,

By C. M. [illegible]
AUDITOR

CMP-E

Endorsed # [illegible]
Filed- August [illegible], 1934
P. J. Stadelman
Secretary of State

#1568

187B

August 17, 1934

Chas. R. McCormick Lumber Company,
McCormick Terminal,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of August 16th concerning the Curtis Gardner Contract No. 1568 for the construction of a bridge over Stinkingwater Creek and Malheur River on the Central Oregon Highway in Harney County.

Please be advised that final settlement has not yet been made with Mr. Gardner. The retained percentage is $819.00. The bond furnished in connection with the above contract was written by the Maryland Casualty Company for whom Rodgers Hart Banks Company who have offices in the Railway Exchange Bldg., Portland, are resident agents.

Very truly yours,

Secretary.

Dict. by J. McFarland.

SEATTLE NE RK PHILADELPHIA LOS ANGELES GO SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

CHAS R McCORMICK CHAIRMAN
SIDNEY M HAUPTMAN, PRESIDENT
C E HELMS, FIRST VICE PRESIDENT
JAS S BROWN, SECRETARY TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT
ST HELENS, OREGON
PORT GAMBLE WASH
PORT LUDLOW WASH
CREOSOTING PLANT
ST HELENS, OREGON

August 16, 1924.

Oregon State Highway Commission
Salem, Oregon.

Attention Mr. [illegible] Glaisyer, Secy

Gentlemen:

Please furnish us the name of the bondsman covering material furnished for the Stinking Water Creek Bridge. This work was completed by Mr. Curtis [illegible] Gardner.

We would be pleased to have you advise us whether the State has settled with him in full on this job and if not please tell us the amount of the unpaid balance.

Yours very truly,

CHAS. R. McCORMICK LUMBER CO.,

By
Auditor.

[illegible]-N

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

187-15

August 16, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. B. Glaisyer

Dear Sir:

With reference to the application of Joplin & Eldon for an extension of time to October 15th, 1934, on the Stinking Water Mountain-Drinkwater Pass Section of the Central Oregon Highway, contract #1521.

Conditions on the work have been approximately as stated in the letter of Mr. Eldon, and the difficulty of excavating one cut required approximately thirty days more time than anticipated. Aside from work on this one cut, their work progressed exceedingly well, and the contractor evidently made every effort to complete on time. No inconvenience has been caused the traveling public by non-completion within the specified time as the adjoining sections are not completed and the engineering expense is nominal and with the extension of time will be under the average for construction projects.

It is therefore my recommendation that the extension be granted to Joplin & Eldon as requested without penalty providing that Joplin & Eldon will guarantee to keep the road open between Stinking Water Creek and the west end of their project on and after August 31st. The necessity for this requirement is that Morrison & Knudsen will be ready to place gravel topping on their contract by August 31st and it is necessary that this gravel topping be hauled over the Joplin & Eldon work from Stinking Water Creek to the west end of the project.

From the present progress the grading work will be completed by Joplin & Eldon between Stinking Water Creek and the west end of the project by August 31st and they will be put to no extra expense to keep the road open for Morrison & Knudsen's gravel trucks.

Very truly yours,

Division Engineer.

WCW:OG
cc R. H. Baldock.

#1568
Harney Co
187B

August 14, 1934

Hansen & Rowland, Inc.
Washington Bldg.,
Tacoma, Washington.

Gentlemen:

In response to your inquiry of August 13th we wish to advise that final payment has not yet been made to Curtis Gardner in connection with his contract No. 1568 - Bridges over Stinkingwater Creek and Malheur River Bridges in Harney County.

The total amount paid to date on the above contract is $9,676.10 and the retained percentage is $819.08. We have no knowledge of any claims against the contract.

Very truly yours,

Secretary.

Dict . by J. McFarland.

#1568

INCORPORATED 1898
MARYLAND CASUALTY COMPANY
F HIGHLANDS BURNS, PRESIDENT
CABLE ADDRESS "MARCASCO"
PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION
HOME OFFICE. - BALTIMORE
HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department
WASHINGTON BUILDING
TACOMA
608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington
August 13th, 1934.

Oregon State Highway Commission
SALEM, Oregon

RE: BOND NO: 44065 - CURTIS GARDNER to STATE OF OREGON
Bridges over Malheur River and Stinkingwater Creek
Central Oregon Highway, State of Oregon

Gentlemen:

On July 16th, you advised us that the above contract had been completed and accepted on July 2nd, but that final payment had not been made. At this time, we would very much appreciate your advising us if final payment has been made, and if so the total amount paid to the contractor. Also, will you kindly advise us at this time if there are any claims on file against this contract.

Thanking you for this information, we remain

Very truly yours,
HANSEN & ROWLAND, Inc.
By L. Davisson
Surety Bond Department

LD

PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN AND ROWLAND, INC., NOT TO INDIVIDUALS

#152

187B

August 14, 1934

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon,

Dear Sir:

Please find enclosed copy of a letter from Joplin & Eldon requesting an extension of time to October 15th on their contract No. 1521 - Stinkingwater Mountain-Drinkwater Pass Section in Harney County.

Kindly advise of your recommendation so that the application can be presented to the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1521

1849B

August 13, 1934

Panther Oil & Grease Company,
Fort Worth, Texas.

Attention: J. A. Eddins.

Gentlemen:

Receipt is acknowledged of your letter of August 9th concerning the Joplin & Eldon Contract No. 1521 for the construction of the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County.

Please be advised that this contract was approximately 80% complete on July 15th. The completion date of the contract is August 31, 1934.

Very truly yours,

Secretary

Dict. by J. McFarland.

#1521

PANTHER OIL & GREASE MFG. CO.
TEXAS' LARGEST EXCLUSIVE MANUFACTURERS OF
LUBRICATING OILS AND GREASES
FORT WORTH, TEXAS

August 9,1934.

AIR MAIL.
Oregon State Highway Commission,
Salem, Ore.

Gentlemen:-

Re: Joplin and Eldon, contractors,
Contract No. 1521, Stinkingwater
Mountain-Drinkwater Pass Section
of the Central Oregon Highway,
Harney County, Job let Nov. 1, 1933.

Please be kind enough to inform us whether or not work has been completed and settlement made on the above designated Project, giving in addition the name and address of the surety company furnishing the bond. If the job has been completed, kindly give the date of completion, or that is the date from which the time limit in which action may be brought against the surety company is computed. If not yet finished, give the approximate date of completion.

The enclosed postage paid envelope is for your convenience and we shall be grateful for this courtesy on your part.

Yours very truly,

J A Eddins
Credit Manager.

J.[illegible]

[illegible] $101,074.46

80%

FORM B-B-1 14794 2M 4-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

NR# 187-B

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 28, 1934

Mr. H. B. Glaisyer
Office

Dear Sir:

We wish to advise that work on the Malheur River and Stinkingwater Creek Bridges, Contract No. 1568, Curtis Gardner, contractor, was completed on May 15, 1934.

Will you please secure permission for us to pay this final estimate?

Very truly yours

C. B. McCullough
Bridge Engineer

By
W. A. Reeves
Office Engineer

RR LD

187B

June 20, 1934

Mr. Curtis Gardner
Governor Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of June 19 inquiring as to when you may expect final payment on your contract for the construction of the Stinkingwater Creek and Malheur River bridges on the Central Oregon Highway.

I am informed by the Bridge Department that final payment will be made within the next thirty days; they are awaiting some reports from the Resident Engineer. These are required before the final can be prepared.

Very truly yours,

Secretary

HBG:AJ

Contract 1568

Stinkingwater Cr. & Malheur River Bridges on Central Oregon Highway.

Slim Gardner says final will be paid within 30 days. Waiting for Resident Eng's. reports

SINCE 1900
GARDNER
AND RESPONSIBILITY
NTRACTOR
PHONE ATWATER 0678
OREGON

1568

June 19, 1934.

State Highway Commission
Salem, Oregon

Gentlemen:

I have not heard from you relative to the final estimate on the Drewsey bridge contract. This job was completed and accepted early in May and I am wondering if the final should not be along.

Yours very truly,

Curtis Gardner

Curtis Gardner.

CONSTRUCTING SINCE 1900

CURTIS A. GARDNER

SKILL, INTEGRITY AND RESPONSIBILITY

GENERAL CONTRACTOR
414 GOVERNOR BUILDING PHONE ATWATER 0678
PORTLAND, OREGON

1568

June 19, 1934.

State Highway Commission
Salem, Oregon

Gentlemen:

I have not heard from you relative to the final estimate on the Drewsey bridge contract. This job was completed and accepted early in May and I am wondering if the final should not be along.

Yours very truly,

Curtis Gardner

Curtis Gardner.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

Ore. UWPW NRH 187-B

May 17, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered [illegible] project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Jon

Hwy - H151

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRH-187, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 5th day of March, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 10th day of October, 1933, a project statement, which was approved by the Secretary on the 8th day of December, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 1 of said project which were recommended for approval by the United States District Engineer on the 9th day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-two thousand, seven hundred fifty-one and 46/100 dollars ($52,751.46) as the share of the United States payable under said act on account of Section 1 of said project, which is ~~[illegible]~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 475+00 in the NW¼ of Section 13, T 31 S, R 34 E, and survey station 318+20 in the NW¼ of Section 32, T 20 S, R 36 E, (excepting therefrom the portions between survey stations 508+66 and 530+45, 580+43 and 614+07, 60+20 and 238+33 and between 246+40 and 261+82, which sections are to be constructed as NRFLH Project 4-C.

, length 3.972 miles, in Harney County, being Section B of Oregon U.S.Public Works project No. NRH-187, consisting of 3.912 miles of roadway and two bridges, each of more than 20 feet clear span, 0.060 of a mile in length.* known locally as the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway between official control points "From a connection with F.A.Route #21 at Burns to a point on Federal Aid Route 5 at Vale."

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of fifty-two thousand, seven hundred fifty-one and 46/100 dollars ($ 52,751.46), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is xxxxx), the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 5 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

~~[illegible]~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. NRH-187-B, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $52,751.46 as the total estimated cost of said project, and the sum of $52,751.46 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 5 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

By
Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1931 3—4839

187-B

May 5, 1934

Mr. A. G. Johnson
Executive Secretary
National Reemployment Service
519 Spalding Building
Portland, Oregon

Dear Sir:

We refer now to your letter of April 30th, in regard to subcontracting under the Curtis Gardner contract for the construction of bridges over Stinkingwater Creek and the Malheur River.

It has for many years past been common practice to subcontract work with the understanding that the main contractor will furnish all materials, equipment and supplies, and, as stated in our letter of April 24th, concerning the Jacobsen and Jensen contract for the grading of the Mills Bridge-Deadman Creek Section of the Wilson River Highway, subcontractors have no funds with which to make purchases of materials and supplies. We do not believe that it is either necessary or desirable to prohibit subcontracting on that basis.

We know of no federal regulation against such subcontracting in connection with National Recovery Projects.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

U.S. DEPARTMENT OF LABOR
UNITED STATES EMPLOYMENT SERVICE

NATIONAL REEMPLOYMENT SERVICE

519 Spalding Bldg.,
Portland, Oregon
April 30, 1934.

R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission
Salem, Oregon

Dear Sir: Att: S. H. Probert

Mr. Carl F. Caulfield, our Field Supervisor has called our attention to the fact that on the Stinking Water Creek and the Malheur River Bridges on the contract to Curtis - Gardner, a sub-contract has been let for labor only to McRae and Sefton of Portland while all the material is furnished by the general contractor.

Is a sub-contract of this sort regular and allowable under the rules as established for the National Recovery Highway Program?

Yours truly,
A. G. Johnson
A. G. Johnson,
Executive Secretary

AGJ:JSC

117-13

April 16, 1934

Allen & Conner, Insurance Brokers, Inc.
Exchange Building
Seattle, Washington

Gentlemen:

Attention Mr. C. McWilliams

Reference is made to your letter of April 13 requesting additional information concerning the contracts of Myers & Coulter with the state of Oregon.

Contract No. 1495, grading of the Middle Fork-Flowers Gulch Section of the Pendleton-John Day Highway; total amount earned by the contractor, $169,468.20; retain percentage, $14,454.75; estimate #7 for work performed up to and including April 10, 1934 will be in the sum of $11,255.70; warrant covering this payment will be mailed in about two weeks. Our reports indicate that the project was approximately eighty-eight per cent. complete on April 10, 1934.

Contract No. 1501, Middle Fork-Forest Boundary Section of the Pendleton-John Day Highway; the records disclose that the contractor performed no work on this contract during the month of March, hence the status is the same as previously given you.

Contract No. 1509, construction of bridges over the John Day River and Granite Creek on the Pendleton-John Day Highway; total amount earned to and including April 10, 1934, $32,010.71; retain percentage, $3,298.88; estimate #6 for work performed to April 10 will be in the sum of $5,322.09. The warrant for this payment will probably be mailed within the next couple of weeks. Our reports indicate that the project was approximately seventy-two per cent. complete on April 10.

The above total amounts earned by the contractor include the amount of the current payments as well as the retain percentage.

Very truly yours

STATE HIGHWAY COMMISSION

HBG:jn

Secretary

April 16, 1934

H. B. G.

Herewith data requested in connection with Meyers & Coulter Contracts in Grant County.

Cont. #1501 - Middle Fork-Forest Boundary - Grading - No work performed in March and no payment will be made this month. Status is the same as when we advised,

Contract No. 1495 - Middle Fork-Flowers Gulch Section - Grading - Total amount earned is $169,468.20 - retained percentage is $14,454.75 - Est. #7 for work to April 10th will be $11,2[illegible]5.70 - Cannot advise date warrant will be mailed. Contract was approximately 88% complete on April 10th.

Contract No. 1509 - Bridges over John Day River & Granite Creek - Total amount earned to April 10th is $32,010.71 - Retained is $3,298.88 - Est. #6 for work pwrformed to April 10th will be $5,322.09 - date of mailing warrant cannot be given. Contract was approximately 72% complete on April 10th.

RETY BONDS
TOMOBILE
ASUALTY
FIRE

Attention, H. B. Glaisyer, Secretary

Dear Mr. Glaisyer:

RE: MYERS & COULTER, CONTRACTORS
State of Oregon Contracts Nos. 1495-1501 - 1509.

Thank you so much for your kind attention to our request for status reports on the above captioned contract, which were duly received and appreciated.

We note, however, that the date at which same were figured is March 10th. As this is now over thirty days since that time and no doubt considerable progress has been made, we would appreciate it very much if you could let us know the present status of these projects.

We enclose stamped, self-addressed envelope for your convenience in furnishing this information and thank you in advance for your courtesy.

Yours very truly,

ALLEN & CONNER, INSURANCE BROKERS, INC.

By C. McWilliams

McW/mcl

Jim
what is present status?

SUCCESSOR TO
GEO. W. ALLEN & CO.
W. W. CONNER & CO.
AND
ALLEN, CONNER & HAMMOND, INC.

ALLEN & CONNER,
INSURANCE BROKERS, INC.
EXCHANGE BUILDING
TELEPHONE ELLIOTT 2212
SEATTLE, WASHINGTON

SURETY BONDS
AUTOMOBILE
CASUALTY
FIRE

April 13, 1934

Oregon State Highway Commission,
Salem,
Oregon.

Attention, H. B. Glaisyer, Secretary

Dear Mr. Glaisyer:

RE: MYERS & COULTER, CONTRACTORS
State of Oregon Contracts Nos. 1495-
1501 - 1509.

Thank you so much for your kind attention to our request for status reports on the above captioned contract, which were duly received and appreciated.

We note, however, that the date at which same were figured is March 10th. As this is now over thirty days since that time and no doubt considerable progress has been made, we would appreciate it very much if you could let us know the present status of these projects.

We enclose stamped, self-addressed envelope for your convenience in furnishing this information and thank you in advance for your courtesy.

Yours very truly,

ALLEN & CONNER, INSURANCE BROKERS, INC.

By C. McWilliams

McW/encl

Jim
what is present status ?
[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Please refer to your letter of March 9, relative to the Stinkingwater Mountain-Drinkwater Pass section, Oregon U.S. Public Works project NRH 187-B.

In paragraph three, we check the mileage 3.912 miles of the NRH project, but for the FLH project we find the mileage to be 6.491 miles as shown by the following data:

Sta.	to	Sta.		Feet
508+88		520+45	-	1157.0
560+43		590+54.8	-	3011.8
		=		
		590+65.1	-	
590+65.1		614+07	-	2341.9
60+20		238+33	-	17813.0
246+40		261+82	-	1542.0
318+20		402+30	-	8410.0
				34275.7 ft. = 6.491 miles

OK

Will you kindly verify these figures, and if correct, change your records accordingly.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

[illegible] 10004 1M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 20, 1934.

Mr. A. G. Johnson
Director of Employment
National Reemployment Service
Spalding Building,
Portland, Oregon.

Dear Sir:

We have recently had some little trouble with a Mr. Curtis Gardner who has the contract for building bridges over the Malheur River and over Stinkingwater Creek in Harney County with reference to violations of the labor provisions of this contract.

In the provisions applying on this contract, it is provided that no foreman shall actually engage in the performance of work as an operator of equipment or as a skilled or unskilled laborer.

We are informed by our resident engineer that your Mr. Laythe gave the contractor some sort of permit allowing the foreman to work pending an investigation of his status. Some time ago a clause was added to the labor specifications permitting not more than two members of the contracting firm to actively engage in work as skilled or unskilled laborers. This clause was added for the benefit of certain contracting organizations consisting of several skilled laborers who had pooled their resources to obtain a contract. It was not intended that this clause should apply to salaried employees of a contractor, and in this way, get around the provision that a foreman was not permitted to take the place of a laborer.

We are of course anxious to cooperate with your organization in the enforcement of the labor provisions of our contracts, but it seems to us that such a rule applied to one isolated job works rather a hardship on other contractors who are working under the same sort of a contract. We have accordingly instructed our resident engineer to enforce the letter of the above mentioned specifications pending such time as you may see fit to make a general ruling on the subject applicable to all contracts now in force. Should you desire to make such a ruling, we will of course give our resident engineer other instructions.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

cc Mr. R. H. Baldock

CBM:AP

FORM B-S-1 10604 1M 1 34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

1-17-B

February 20, 1934.

Mr. A. V. Benedict
Drewsey, Oregon.

Dear Sir:

Please note attached copy of letter to Mr. Gardner with reference to labor violations on the Malheur River and Stinkingwater Creek bridges.

This may develop into more or less of a test case concerning such violations, and we are asking that you be sure of your ground before taking such drastic steps as are outlined in the attached letter.

You will notice that we are not only notifying Mr. Gardner of the violation of the forty hour per week clause in the contract but are also ruling that regardless of the permission of the labor commissioner, the foreman, not being a member of the contracting firm, will not be allowed to actually act as a laborer on the job.

Keep a very complete record of all dealings with Mr. Gardner in this respect so that any act of ours can be substantiated in case of need.

Very truly yours,

C. B. McCullough
Bridge Engineer

cc Mr. R. H. Baldock
Mr. M. Stephenson

CBM:AP

FORM B S-1 13284 1M 1 34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

117-R

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 20, 1934.

Mr. Curtis Gardner,
Drewsey, Oregon.

Dear Sir:

On Mr. Paxson's visit to Drewsey on February 14, he was informed of certain violations of the labor provisions affecting your contract for the construction of bridges over the Malheur River and over Stinkingwater Creek. These violations refer to provisions in the contract. The first is a violation of the limitations of forty hours per week in the case of your foreman, Mr. Koester. We are informed that these occurred on February 10 and February 11, on which days, although the remainder of the crew had been laid off, you and Mr. Koester continued working when the forty hours had already been put in. The second is a violation of the provision that "No person shall be classed as a foreman or as an employee acting in an executive, administrative or supervisory capacity, who engages in the performance of work as an operator of a piece of equipment or as a carpenter, a concrete finisher or other class of skilled or unskilled laborer."

The contract further sets out that "Not more than two members of the contracting firm by whom the contract is held shall be engaged on the work in any capacity other than an executive, administrative or supervisory capacity."

The fact that you are permitting or requiring your foreman to engage on the work as a laborer is a direct violation of the above quoted specification. The last paragraph quoted above permits two members of the contracting firm to act as laborers on the job but does not in any way permit a foreman who is a salaried employee of the contractor to do so.

I would also point out that in your own case when acting as a laborer on the job that you are limited to the same number of hours per week (40 hours) as other laborers so employed.

We can not recognize exceptions made by the local representative of the National Reemployment Service unless the state office of this employment service makes these exceptions as a general rule to apply to all similar contracts.

Mr. Curtis Gardner, #2

We are also informed that these violations were called to your attention on February 10 by our Resident Engineer, Mr. Benedict and that you took no steps to correct them; in fact, informed our resident engineer that the matter of employment was "none of his business".

We can not tolerate such lack of cooperation on the part of any contractor. We are therefore stopping payment on all estimates on this job until such time as we have assurance that these violations will cease; and we are also instructing our engineer to close down your job should any such violations occur in the future.

We must also inform you that any time lost through such closing down of the job following violations of the contract provisions on your part will not be considered as constituting grounds for an extension of time on your contract.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

cc Mr. R. H. Baldock ✓
Mr. M. Stephenson
Mr. A. V. Benedict

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 13, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon U. S. Public Works project NRH-187-B.

After submitting an estimate as a basis for a project agreement, you advised us that E. W. McCall, low bidder on the bridges, at the October 25th letting, was unable to secure bond. The bridges were readvertised for bids December 28th, and contract awarded to Curtis Gardner.

As the preparation of the project agreement is being delayed pending receipt of a revised estimate, will you please forward it as soon as possible?

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Estimate of Jan 26.
already submitted

187-B

January 25, 1934

Mr. Curtis Gardner
Drewsey
Oregon

Dear Sir:

We are sending you by express an executed copy of the contract that was recently awarded to you for the construction of trestles over Stinkingwater Creek and Malheur River on the Central Oregon Highway in Harney County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

January 23, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate as basis for project agreement for the Stinkingwater-Drinkwater Pass Section, Project No. NRH 187-B. This estimate is based upon the low bid received for construction of the Stinkingwater Creek and Malheur River bridges, which work was readvertised on December 28, 1933, and awarded to Curtis Gardner. Inability of the contractor, who was originally awarded the work, to obtain a bond, occasioned the readvertisement of the work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/KR

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-187-B

STINKINGWATER MOUNTAIN-DRINKWATER PASS SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 22, 1934.

ROADWORK AND BRIDGES THROUGH PRIVATE-OWNED LANDS

Roadwork (Sta. 475+00 to 508+51) (Sta. 520+66 to 560+54) (Sta. 614+07 to 625+33.7 = 0+00 to 60+20) (Sta. 778+33 to 265+40) (Sta. 261+82 to 318+20)

All Required		Clearing and Grubbing		$1,312.88
97,000	cu. yds.	Excavation, Single Classification	$0.22	21,340.00
185,000	yd. sta.	Overhaul	0.02	3,700.00
24,200	yd. mi.	Truck Haul	0.20	4,840.00
170	lin. ft.	18" Culvert Pipe	2.30	391.00
60	" "	24" " "	3.20	192.00
130	" "	36" " "	6.00	780.00
70	" "	48" " "	8.00	560.00
440	cu. yds.	Riprap	3.00	1,320.00
4,000	" "	Selected Roadbed Topping	0.25	1,000.00
8,000	yd. mi.	Hauling " "	0.20	1,600.00
		Sub-total		$37,035.88
		10% Engr. & Cont.		3,703.58
		Total		$40,739.46

Middle Fork, Malheur River Bridge (No. 1962)

750	lin. ft.	Treated Piling	$2.00	$ 1,500.00
7.5	M-FBM	" Lumber	100.00	750.00
175	lin. ft.	Trestle Superstructure	20.00	3,500.00
				$ 5,750.00

Stinkingwater Creek Bridge (No. 1961)

700	lin. ft.	Treated Piling	$2.00	$ 1,400.00
8.5	M-FBM	" Lumber	100.00	850.00
146	lin. ft.	Trestle Superstructure	20.00	2,920.00
				$ 5,170.00

Sub-total	$10,920.00
10% Engr. & Cont.	1,092.00
Total	$12,012.00

Length of Roadwork 3.903 miles
" " 2 Bridges .060 "
Total Length 3.963 "

Cost per mile, Roadwork $10,437.98

National Recovery Highway Funds Requested:	Roadway	$40,739.46
	Bridges	12,012.00
	Total	$52,751.46

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works project NRH 187-B, bridges over Malheur River and Stinkingwater Creek on the Central Oregon Highway near Drewsey, to Curtis Gardner, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

#1521

187-B

December 19, 1933

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Attention: V. O. Fudge.

Gentlemen:

Receipt is acknowledged of your letter of December [illegible] concerning Joplin & Eldon, contractors.

Please be advised that the above firm have contract No. 1521 for the construction of the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County. This contract consists of 10.47 miles of grading. The bond furnished in connection with the contract was written by the United States Fidelity and Guaranty Company for whom Tate, Westenfelder & [illegible], Inc., Portland, Oregon, are resident agents. The completion date of the contract is August 21, 1934. The amount of the bond furnished is $126,586.00.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

LH-2265
C-31-B

December 18, 1933

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: JOPLIN & ELDON
Portland, Oregon

It is our understanding that Joplin & Eldon have been awarded a grading contract in the vicinity of Drewsey, Oregon.

We will appreciate your supplying us with a complete description of this job, the name of the bonding company, the name and address of the Agent for the bonding company, the amount of the bond and the approximate date of completion of the contract.

We enclose a stamped, self-addressed envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

V. O. Fudge

District Credit Supervisor

LH:B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVE
1933

December 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Referring to U. S. Public Works Project Oregon NRH-187-B on which the contract was awarded to E. W. McCall, you are hereby authorized to re-advertise this project.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

[illegible]
c.c. Mr. C. B. McCullough

Secretary

187-B

December 9, 1933

Mr. E. W. McCall
Rt. #1, Box 157
Klamath Falls, Oregon

Dear Sir:

On October 25, 1933 the State Highway Commission awarded to you the contract for the construction of two bridges on the Central Oregon Highway near Drewsey in Harney County. The records show that the contract forms covering this project were prepared and mailed to you for execution as to agreement and bond on October 27, but to date they have not been returned.

The proposal form submitted by you in connection with this project contains the following:

"Proposal Guaranty

> Should the successful bidder to whom the contract is awarded fail to execute the same within ten (10) days (not including Sundays) from the date of receiving the contracts prepared and ready for execution, or fail to execute and deliver the contract and contract bond as required, or fail to commence work, or fail to satisfactorily prosecute same in accordance with the terms of the contract, such cash, bond or check shall, if the Highway Commission so orders, be forfeited to said state of Oregon, and, at the option of the Highway Commission, the award may be withdrawn and the contract canceled."

At the last meeting of the Commission held on Wednesday of this week, this matter was discussed by the Commission and you were declared in default. The Commission ordered your contract canceled and the project readvertised for bids to be received at the next meeting. I was instructed by the Commission to convey this information to you and to return to you your bid deposit which I enclose.

Yours very truly

Secretary

HBG:MC
c.c. Mr. C. B. McCullough

187-B

December 4, 1933

Mr. George P. Donahue, Representative Agent
Great American Indemnity Company
111 South 8th Street
Klamath Falls, Oregon

Dear Sir:

This will acknowledge receipt of your unsigned letter of December 2 relating to the contract awarded by the State Highway Commission to E. W. McCall for the construction of two bridges on the Central Oregon Highway near Drewsey in Harney County.

I am referring your letter to Mr. C. B. McCullough, State Bridge Engineer and Assistant State Highway Engineer, for his attention.

Very truly yours

Secretary

HBG:jn

c.c. C. B. McCullough

187-B

December 1, 1933.

Memorandum to Mr. McCullough:

On October 25th the State Highway Commission awarded a contract to E. W. McCall for the construction of two bridges on the Central Oregon Highway near Drewsey in Harney County. The contract forms were sent to Mr. McCall on October 27th for execution but to date they have not been returned. I notified Mr. McCall some time ago of the provision in the proposal form which gives the State Highway Commission the right to declare the contractor in default in the event that he fails to execute contracts and furnish the required bond within ten days after receiving the contract form from the Commission. I have had several letters from Mr. McCall and from the bonding company's agent at Klamath Falls regarding this matter, the last one being to the effect that the contract forms had been sent to the Great American Indemnity Company in Portland for execution of the bond. I talked to the Great American Indemnity Company in Portland, by telephone, today and they informed me that they are ready to sign this bond just as soon as Mr. McCall can arrange for some additional quick assets. They expect to receive information from their Klamath Falls office tomorrow regarding this. I received a telegram from Mr. McCall on Tuesday of this week which reads as follows: "Don't accept bond until letter regarding creosoted timber arrives." The letter to which he refers was received and referred to you.

This matter is being called to your attention in order that you may be informed of the status of the matter and may prepare your recommendation to the Commission in the event that the contracts are not executed for the next regular meeting of the Commission which is scheduled for Thursday of next week.

HBC:MC

Secretary

cc - R. H. Baldock

POSTAL TELEGRAPH - COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT

TELEGRAM

TELEGRAMS TO ALL AMERICA

THE MACKAY SYSTEM · POSTAL TELEGRAPH · COMMERCIAL CABLES · THE PULSE OF THE WORLD

CABLEGRAMS TO ALL THE WORLD

CLASS OF SERVICE DESIRED	
Fast Telegram	
Day Letter	
Night Telegram	
Night Letter	

The sender must mark an X opposite the class of service desired; otherwise the telegram will be transmitted as a fast telegram.

Receiver's Number

Check

Time Filed

Standard Time

Send the following Telegram, subject to the terms on back hereof, which are hereby agreed to.

Form 2 DGL

187-B

SALEM OREGON
NOV 28 1935

FAST MESSAGE - COLLECT

MASSACHUSETTS BONDING AND INSURANCE CO.
711 Hoge Building
SEATTLE WASHINGTON

RETEL BID BOND FORM NUMBER IS 1-A STOP AMOUNT OF BOND IS FIVE PERCENT OF BID PRICE EQUALS FOUR HUNDRED TWENTY ONE DOLLARS NINETY SEVEN CENTS

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

Postal telegraph
fast message
Collect

8439.45
.05
421.9725

EDWARD

FAST TELEGRAMS. Accepted

NIGHT TELEGRAMS ... delivered not earlier

Night telegrams may at the option of the

tion to the addressees, and the Company

obligation in such cases with respect to deliver

at destination, postage prepaid.

DAY LETTERS. A deferred day service at rates

at rate One and one-half times the standard Night

minimum of 50 words or less, and one-fifth of the initial rate

words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS. In further

the reduced rate for this special "Day Letter" service, the following

in addition to those enumerated above are hereby agreed to:

(a) Day Letters may be forwarded by the Telegraph Company as a

service and the transmission and delivery of such Day Letter is, in all

subordinate to the priority of transmission and delivery of regular telegrams

(c) This Day Letter is received subject to the express understanding and agree-

ment that the Company does not undertake that a Day Letter shall be delivered on

THE FASTEST TELEGRAPH SE

Massachusetts Bonding and Insurance Co.
711 Hoge Bldg
Seattle Wash.

Retel bid bond form number is 1-A stop amount of bond is five percent of bid price equals $421.97

H. H. [illegible] Secty
[illegible]

Postal telegraph
fast message
Collect

8439.45
.05
421.9725

RECEIVED AT
[illegible]
SALEM [illegible]

STANDARD TIME
INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

TELEGRAMS CABLEGRAMS RADIOGRAMS

Mackay Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
WLT	WEEK END CABLE LETTER
	RADIOGRAM

111PO B 25 5 EXA XU

NA SEATTLE WN 1051A NOV 28-33

OREGON STATE HIGHWAY COMMISSION

18

SALEM ORE

KINDLY WIRE BID BOND FORM NUMBER USED AND AMOUNT THERE OF BEHALF E W MCCALL KLAMATHFALLS ON TWO BRIDGES NEAR DREWSEY

MASSACHUETTS BONDING AND INS CO

711 HOGE BUILDING

1108A

Telephone Your Telegrams to Postal Telegraph

---

signed and returned within 15 days after they have been received from the State Highway Commission, otherwise the Commission will have just cause to find you in default. Please give this matter your immediate attention.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC
cc - Bridge Dept.

Geo. P. Donahue
Klamath Falls, Oregon

h 187-B

November 24, 1933.

Mr. E. H. McCall
Rt. 1, Box 157
Klamath Falls, Oregon

Dear Sir:

Reference is made to your letter of November 23rd in which you state that you were informed by Mr. Donahue that the bond written in connection with your contract for the construction of the Harney County bridges was approved and that the contract forms were returned to me on November 16th.

I received a letter from Mr. Donahue stating that the contract forms were being sent to me on November 17th but they have not been received to date, contrary to his statement.

I again call to your attention the provision in the proposal form which states that the contracts must be signed and returned within 10 days after they have been received from the State Highway Commission, otherwise the Commission will have just cause to find you in default. Please give this matter your immediate attention.

Yours very truly,
STATE HIGHWAY COMMISSION

BY

Secretary

HBG:MC
cc - Bridge Dept.

Geo. P. Donahue
Klamath Falls, Oregon

RECEIVE
NOV 24 1933
OREGON

Klamath Falls, Oregon
Nov. 23, 1933

State Highway Commission,
Salem, Oregon.

Attention Mr. H. B. Glaisyer,

Gentlemen:

In regard to the bond and contract forms for the Harney County bridges, I am advised by Mr. Donahue that these were sent in on the date I previously stated but were lacking in necessary signatures and were returned to him. He secured the signatures and returned them on Nov. 15 assuring me on Nov. 16 that he was writing you on that date with explanations. He said the bond was approved by his company. I have not yet received my copy of the contract and am wondering if it has been approved by the Highway Commission. I do not like to start operations until this is settled so will appreciate it if you will advise whether it has been approved by the Highway Department.

Yours very truly,

E. W. McCall

E. W. McCall

President

MASSACHUSETTS BONDING AND INSURANCE COMPANY
HOME OFFICE, BOSTON, MASSACHUSETTS

FIDELITY AND SURETY BONDS AND CASUALTY INSURANCE

RECEIVED
NOV 17 1933
STATE HIGHWAY COMMISSION

187-B

AGENCY AT
Klamath Falls, Oregon
November 16, 1933

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

In regard to Bridge Job #1961 and #1962, to E. W. McCall, contractor under contract #1522, I would state the bond has been held up for a couple days at the request of the Bond Company, but Mr. McCall now has everything straightened out so the bond will go forward within twenty four hours. He is going to carry the job through and has enough financial to do it.

One of the main reason was that some money that was coming to him did not arrive, due to one of his brothers not signing the papers, and this is what delayed the financing of the bond. We trust this information will enable you to hold this open a couple of days, pending the arrival of the papers.

Sincerely yours,

Geo. P. Donahue

GPD:MAD

Noted HNS

187-B

November 18, 1933

E. W. McCall
Route 1, Box 157
Klamath Falls, Oregon

Dear Sir:

Yours of the 15th inst. regarding contracts received. I wish to advise that the contract has not yet been received; therefore I would suggest that you institute search for the same at once.

We cannot pay estimates on your work until the contracts have been signed and an executed, approved copy thereof delivered to the Secretary of State. I would suggest that you expedite delivery of the contract as much as possible.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RWB

RECEIVED
NOV 16 1933
OREGON
STATE HIGHWAY COMMISSION

Klamath Falls, Oregon
Nov. 15, 1933

State Highway Comission, Mr. H. B. Glaisyer, Sec.
Salem, Oregon

Gentlemen:

I have just returned from a trip to Drewsey to make arrangements to start work on the Malheur and Stinkingwater Creek bridges and so have just received your letter saying that you have not received the contracts. These were filled out and signed by me on Nov. 3 and sent by express on Nov. 4 to the highway office by Mr. Geo. P. Donahue who represents my bondsmen. I am at a loss to understand why they had not arrived before your letter was written. If you have not yet received them, please advise me and I will have them traced.

Yours truly,

E. W. McCall

E.W. McCall

EWM/a

November 15, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith, six copies of estimate as basis for project agreement for the Stinkingwater Mountain-Drinkwater Pass Section, Project No. [illegible]

The previous estimate submitted for this project was incorrect in that the quantities were reversed for the item of "Treated Lumber" in the two bridges to be constructed on the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-187-B

STINKINGWATER MOUNTAIN-DRINKWATER PASS SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 7, 1933

ROADWORK AND BRIDGES THROUGH PRIVATE-OWNED LANDS

Roadwork (Sta. 475+00 to 508+51) (Sta. 520+66 to 560+54) (Sta. 614+07 to 625+31.7 = 0+00 to 60+20) (Sta. 239+33 to 246+40) (Sta. 261+82 to 318+20)

All Required		Clearing & Grubbing		$1,312.88
97,000	cu. yds.	Excavation, Single Classification	$0.22	21,340.00
185,000	yd. sts.	Overhaul	0.02	3,700.00
24,200	yd. mi.	Truck Haul	0.20	4,840.00
170	lin. ft.	18" Culvert Pipe	2.30	391.00
60	" "	24" " "	3.20	192.00
130	" "	36" " "	6.00	780.00
70	" "	48" " "	8.00	560.00
440	cu. yds.	Riprap	3.00	1,320.00
4,000	" "	Selected Roadbed Topping	0.25	1,000.00
8,000	yd. mi.	Hauling " "	0.20	1,600.00
		Sub-total		$37,035.88
		10% Engr. & Cont.		3,703.58
		Total		$40,739.46

Middle Fork, Malheur River Bridge (No. 1962)

750	lin. ft.	Treated Piling	$1.75	$ 1,312.50
7.5	M-FBM	" Lumber	89.00	667.50
175	lin. ft.	Trestle Superstructure	13.95	2,441.25
				$ 4,421.25

Stinkingwater Creek Bridge (No. 1961)

700	lin. ft.	Treated Piling	$1.75	$ 1,225.00
8.5	M-FBM	" Lumber	89.00	756.50
146	lin. ft.	Trestle Superstructure	13.95	2,036.70
				$ 4,018.20

Sub-total	$ 8,439.45
10% Engr. & Cont.	843.94
Total	$ 9,283.39

Length of Roadwork	3.903	miles
" " 2 Bridges	.060	"
Total Length	3.963	"

Cost per mile, Roadwork $10,437.98

National Recovery Highway Funds Requested:	Roadway	$40,739.46
	Bridges	9,283.39
	Total	$50,022.85

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

187-B

November 9, 1933

Joplin & Eldon
P. O. Box 5686, Kenton Station
Portland, Oregon

Gentlemen:

We are mailing you by express an executed copy of the contract that was awarded to you by the State Highway Commission for the grading of the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

187-B

November 6, 1933

Mr. R. F. Nichol,
Contractor and Builder,
Vale, Oregon.

Dear Sir:

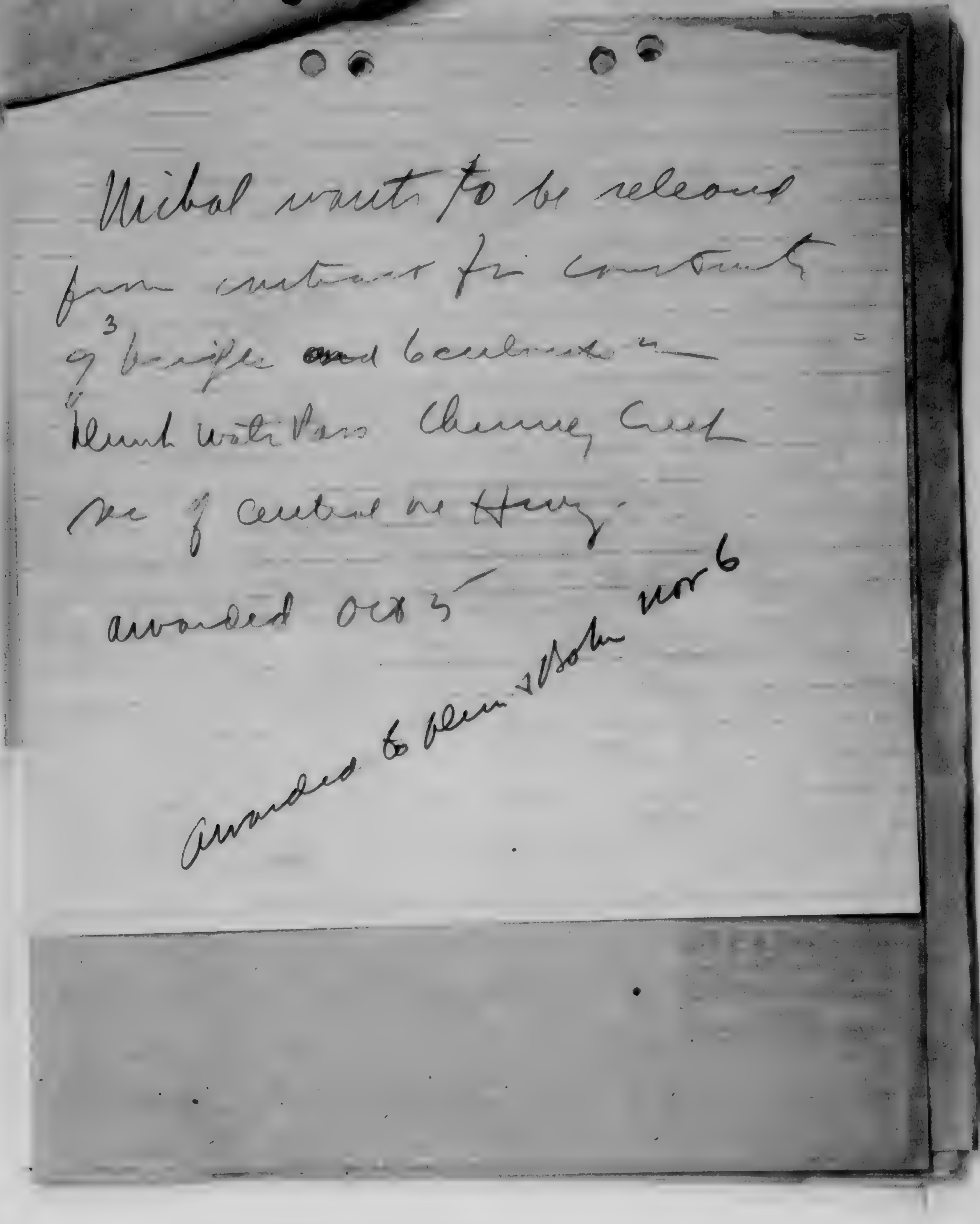
Acknowledgment is made of your letter of October 31st in which you advise the Commission that you cannot execute the contract awarded to you for the construction of the Chimney Creek Bridges in Harney County for the reason that you are unable to procure a bond as required by law, and as required by the contract.

You are advised, therefore, that the Commission will proceed to award the contract to the next low bidder under the terms of the bid proposal and the law applicable thereto.

Yours very truly,

State Highway Engineer

JMD:PW



Michal wants to be released
from contract for construction
of 3 bridges ~~and~~ 6 culverts in
Mink Water Pass Chimney Creek
sec of Central Or Hwy.

awarded Oct 5

Awarded to Olin & Sohn Nov 6

November 4, 1935

Dunn & Baker
Klamath Falls
Oregon

Gentlemen:

Confirming our telegram to you of this date, we wish to inform you that the State Highway Commission has today awarded to you the contract for the construction of three bridges and six culverts on the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney County on the basis of your bid submitted on October 8 on Alternate "A", using concrete boxes, being in the sum of $28,830.00.

You may consider this letter as your authority to commence your operations immediately. Contract forms will be sent to you shortly for execution.

Very truly yours

Secretary

HBG:AJ

cc Mr. McCullough

1207-A

DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

NOVEMBER 4, 1933

DUNN AND BAKER
KLAMATH FALLS
OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF THREE BRIDGES AND SIX CULVERTS ON DRINKWATER PASS-CHINAMAN CREEK SECTION CENTRAL OREGON HIGHWAY HARNEY COUNTY ON BASIS YOUR BID ALTERNATE A SUBMITTED OCTOBER FIFTH STOP LETTER CONFIRMATION FOLLOWS

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

HBG:AJ

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

small profit.

Very truly yours,

R.F. Nichol

RECEIVED
NOV 2 - 193
OREGON
STATE HIGHWAY COMMISSION

cc W. C. Williams

R. F. NICHOL
CONTRACTOR AND BUILDER
VALE, OREGON

Oct 31 1933

State Highway Commission,
Salem, Oregon.

Dear Sirs;

I regret to say that I am unable to get a bond for my contract. The spread in the bids seems to be the chief reason for turning it down. I did not expect to have any trouble in getting a bond when I bid on the project as the Standard Accident Insurance Company have written my bonds in the past and thought they would write this one. I have had an autherization with them for $35,000.00 on a less financial statement than I now show. I have tried other companies with the same result,and dont think it possible to get a bond on my own financial standing. and I am reluctant to ask the help of friends. I am very sorry I can not go through with my contract as I feel sure I could make a small profit.

Very truly yours,

R.F. Nichol.

RECEIVED
NOV 2 - 1933
OREGON
STATE HIGHWAY COMMISSION

October 28, 1933

Mr. E. C. Bickmore
Highway Resident Engineer
Juntura, Oregon

Dear Sir:

On the day that work is started on the Joplin & Eldon contract for the grading of the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as Contract No. 1521, National Recovery Highway Project 187-B, if work is started first on that Federal Aid project, or Contract No. 1521, Federal Lands Highway Project A-8, if work is started first on the Federal Lands Project. The stations indicating the limits of the Federal Aid Projects are as follows:

National Recovery Highway Project No. 187-B: (Sta. 479+00 to 508+51) (Sta. 520+66 to 560+54) (Sta. 614+07 to 625+31.7 =0+00 to 60+20) (Sta. 238+33 to 246+40) (Sta. 261+82 to 318+20).

Federal Lands Highway Project No. A-8: (Sta. 508+51 to 520+66) (Sta. 560+54 to 614+07) (Sta. 60+20 to 238+33) (Sta. 246+40 to 261+82) (Sta. 318+20 to 402+39).

When work is started on the Federal Aid Project other than the one first reported, you will please notify Mr. Lynch of the commencement of the work by letter.

Work on the project will be considered to have started on the day that camp erection, or any other work of a manual nature, is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch, as well as a copy of your letter to Mr. Lynch, should be mailed to the Salem office.

Very truly yours,
R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER
cc W. C. Williams

187B

October 27, 1933

Joplin & Eldon
P. O. Box 5584, Kenton Station
Portland, Oregon

Gentlemen:

For use in connection with the Stinkingwater Mountain-Drinkwater Pass Grading Project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, No. 9 O'Kane Building, Bend, Oregon.

A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

Encl.

cc Mr. W. C. Williams

Mr. R. G. Dickmore

NRH 187.B

October 27, 1933

Mr. E. C. McCall
Klamath Falls
Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 1522 which was awarded to you by the State Highway Commission for the construction of two bridges on the Central Oregon Highway near Drewsey in Harney County.

Will you kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the State Highway Commission? When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the provisions relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours

Secretary

AJ

187-B.

October 27, 1935

Mr. E. W. McCall
Klamath Falls
Oregon

Dear Sir:

This is to notify you that the State Highway Commission at its meeting held on October 25 awarded to you the contract for the construction of two bridges on the Central Oregon Highway near Drewsey in Harney County, at your bid price of $8,438.45.

Contract forms will be sent shortly for your execution. In the meantime, you may consider this letter as your authority to commence construction operations immediately pending the execution of the contract forms.

Very truly yours

Secretary

HBG:AJ

1823

October 27, 1935

Joplin & Eldon
P. O. Box 5686
Kenton Station
Portland, Oregon

Gentlemen:

This is to notify you that the State Highway Commission at its meeting held on October 25 awarded to you the contract for the grading of the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County, at your bid price of $126,585.

Contract forms will be sent shortly for your execution. In the meantime, you may consider this letter as your authority to commence construction operations immediately pending the execution of the contract forms.

Very truly yours

Secretary

HBG:AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

October 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for the bridges on Oregon NRH 187-B, Stinkingwater Mt.-Drinkwater Pass section of the Central Oregon Highway, to E. W. McCall, Klamath Falls, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 25, 1933

Mr. R. H. Baldock
StateHighway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 187-B, the Stinkingwater Mountain-Drinkwater Pass section of the Central Oregon Highway, to Joplin & Eldon, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 9, 1933

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRH 187-B, the Stinkingwater Mountain-Drinkwater Pass section of the Central Oregon Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. [illegible]
Sr. Highway Engineer

October 8, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate to accompany plans for the Stinkingwater Mountain-Drinkwater Pass Section, Project NRH-187-B.

Five blueprint copies each of the plan sheets showing the revised bridge lengths, and of the quantity summary sheet, revised to include the bridge quantities, are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. 4-C

STINKINGWATER MOUNTAIN-DRINKWATER PASS SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany grading plans. Not as basis for project agreement.)

Salem, Oregon, October 2, 1933.

Roadwork through Public Lands: (Sta. [illegible] to [illegible])
(Sta. 560/24 to 614/07) (Sta. 60/90 to [illegible])
(Sta. [illegible] to [illegible]) (Sta. [illegible] to [illegible])

All Required		Clearing and Grubbing		$ 400.00 ✓
286,000	cu. yds.	Excavation, Single Classification	$ 0.30	85,800.00 ✓
383,000	yd. sta.	Overhaul	0.03	11,490.00 ✓
31,800	yd. mi.	Truck Haul	0.15	4,770.00 ✓
1,000	lin. ft.	18" Culvert Pipe	2.00	2,000.00 ✓
210	" "	24" " "	3.00	630.00 ✓
90	" "	36" " "	5.00	450.00 ✓
300	" "	18" " " (Extra Strength)	2.50	750.00 ✓
230	" "	36" " " (" ")	6.00	1,380.00 ✓
7,000	cu. yds.	Selected Roadbed Topping	0.30	2,100.00 ✓
14,000	yd. mi.	Hauling " "	0.15	2,100.00 ✓
			Sub-total	$111,870.00 ✓
			10% Engr. & Cont.	11,187.00
			Total	$123,057.00

Length of Roadwork 6.502 miles

Cost per mile $ 18,926.03

Federal Lands Highway Funds Requested $ 123,057.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

Sept. 30, 1933.

RECEIVED
OCT 2 - 1933
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Reference is made to proposed Oregon National Recovery Federal Lands Highway Project No. 4-C and National Recovery Highway Project No. 187-B for which P.S. & E. papers have been received.

The estimates on these projects are probably in error as to the quantities of selected roadbed topping and hauling roadbed topping. The estimate for N.R.F.L.H.P. No. 4-C contains the quantities of these two items shown on the summary sheet for 187-B and the estimate for 187-B shows the quantities on the project for 4-C.

The length of bridges on the estimate for 187-B shows 240-ft., while the plans show 220-ft. This reduces the bridge length to .041 mile, and increases the roadway length to 3.922 mi.

The papers will be held in this office pending receipt of revised estimates.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

September 14, 1933

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway, Project No. N. R. H. - 157-B.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bach/BN

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-167-B

STINKINGWATER MOUNTAIN-DRINKWATER PASS SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany grading plans. Not as basis for project agreement.)

Salem, Oregon, September 14, 1933.

Roadwork thru Private Owned Lands; (Sta. 473+00 to 502+51) (Sta. 580+66 to 560+56) (Sta. 614+07 to 628+81.7 & 0+00 to 50+50) (Sta. [illegible] to [illegible]) (Sta. [illegible] to 316+50)

All Required		Clearing and Grubbing		$ 600.00
94,000	cu. yds.	Excavation, Single Classif.	$ 0.30	28,200.00
186,000	yd. sta.	Overhaul	0.03	5,580.00
23,200	yd. mi.	Truck Haul	0.15	3,480.00
170	lin. ft.	18-inch Culvert Pipe	2.00	340.00
60	" "	24-inch " "	3.00	180.00
130	" "	36-inch " "	5.00	650.00
70	" "	48-inch " "	10.00	700.00
440	cu. yds.	Rip Rap	1.50	660.00
7,000	" "	Selected Roadbed Topping	0.30	2,100.00
14,000	yd. mi.	Hauling Roadbed Topping	0.15	2,100.00
		Sub-total		$ 44,560.00
		10% Engr. & Cont.		4,456.00
		Total		$ 49,016.00

Length of Roadwork	3.918 miles
" " 2 Bridges, 240 ft.	.045 "
Total length	3.963
Cost per mile	$ 12,510.46

National Recovery Highway Funds Requested $ 49,016.00

FORM S-H-1 · 3970 · 3M · 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

197-C

NOTED
State Highway Engineer

September 11, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 12 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Attention: Mr. H. G. Smith

Dear Sir:

I have your letter of August 30th advising that it is your desire to advertise the Stinking Water Valley-Drinkwater Pass Section and a section of the I-O-N Highway at the October letting. Plans, data and special provisions for the Stinking Water Valley-Drinkwater Pass Section are now in your office, and I will submit special provisions for the I-O-N section within a week so that both sections may be advertised as planned.

I am leaving this week for McDermitt to secure necessary information on the I-O-N relative to cushion pits, exact limits of section to be constructed, etc., and will submit special provisions immediately upon my return.

Very truly yours,

W C Willia

Division Engineer.

WCW:CW

cc R. H. Baldock.

FORM 5-M-1 8079 2M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 8, 1933.

RECEIVED
SEP 11 1933
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Attention: Mr. H. G. Smith

Dear Sir:

Replying to your inquiry relative to the item "Earth Cushion" as called for on the Stinking Water Valley-Drinkwater Pass Section, Please be advised that this item should have read "Selected Roadbed Topping" as it was shown in the estimate for the total project combining Federal and Private lands.

Very truly yours,

W C Williams

Division Engineer.

WCW:CW

cc R. H. Baldock.

FORM 9-H-1 5979 3M 10-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
September 5, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

The estimate of cost which I am submitting today on the Stinking Water Valley-Drinkwater Pass Section shows the cost over private lands at $43,700.00 which is somewhat in excess of the originally estimated $35,000.00. If contract prices are not lower than the estimate, this will leave us short some $8,000.00 towards the construction of bridges. There is, however, a sum of $20,000.00 set up for construction of bridges over private lands on the Chimney Creek Section, and I do not believe this much will be required. Also, at one time it was thought that we could construct two or three of the bridges with funds left over on the Drinkwater Pass-Chimney Creek construction. At any event, some $8,000.00 should be made available in order that we have a sufficient amount to construct the Middle Fork and Stinking Water Creek bridges which I estimate at $10,000.00 and $7500.00 respectively, or a total of $17,500.00.

Very truly yours,

W C Williams

Division Engineer.

WCW:CW
cc R. H. Baldock ✓

1800

August 30, 1933.

Mr. W. C. Williams,
Division Engineer,
La Grande Ore.

Dear Sir:

We wish to advertise the Drinkwater Pass-Stinkingwater Mountain Section and a section on the I. O. N. at the mid October letting. The plans, data and special provisions for these projects should be hurried up and sent in at the earliest possible moment.

NOTED
H. G. SMITH

2

The Drinkwater Pass-Stinkingwater Mountain Section has been alloted $52,000. In working up this project it should be divided into Federal Land and Private Land. On the I. O. N. work up a $50,000 project from McDermitt north, dividing the project into Federal and Private Lands.

We would also like to have the following special provisions, plans, etc., at your earliest convenience:

Rock Creek-Lostine	Grading, Surface & Oil	$90,000.00
Hardman-Chapman Creek	Grading	44,450.00

In order that project statements may be sent in to the Bureau as soon as possible we would like to have small scale maps immediately showing the limits of proposed project. The limits shown should be a little long rather than short so that the final project will not over run the limits as sent in.

When sending in special provisions for these jobs the profile, maps and cross section should also be sent in.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

Dictated by

Chas. E. Low

CC to
R.H. Baldock

By

H. G. Smith,
Construction Engineer.

9/5/33

187-B

Harney County
Central Oregon Highway
Stinking Water Valley-Drinkwater Pass Section.
10.49 miles, grading.

Estimate of Cost by W. C. Williams, Division Engineer.

		PRIVATE LAND		FEDERAL LAND	
Clearing and Grubbing		3.93 Miles	$ 375.00	6.56 Miles	$ 625.00
Excavation	at $ .30	99,000 C.Y.	29,700.00	281,000 C.Y.	84,300.00
Overhaul	" .015	151,300 S.Y.	2,269.50	414,300 S.Y.	6,214.50
Truckhaul	" .15	16,300 M.Y.	2,445.00	37,600 M.Y.	5,640.00
Rip Rap	" 1.50	440 C.Y.	660.00		
18" Culvert Pipe	" 2.00	60 L.F.	120.00	970 L.F.	1,940.00
24" Culvert Pipe	" 3.00	60 L.F.	180.00	210 L.F.	630.00
36" Culvert Pipe	" 5.00	130 L.F.	650.00	90 L.F.	450.00
48" Culvert Pipe	" 10.00	70 L.F.	700.00		
18" Extra Strength Pipe	" 2.50	100 L.F.	250.00		
36" Extra Strength Pipe	" 6.00			220 L.F.	1,320.00
Earth Cushion ?	" .30	4,000 C.Y.	1,200.00	7,000 C.Y.	2,100.00
Earth Cushion Haul	" .15	8,000 M.Y.	1,200.00	14,000 M.Y.	2,100.00
			$ 39,749.50		$ 105,319.50
Plus 10%			3,974.95		10,531.95
			$ 43,724.45		$ 115,851.45
				Total	$ 159,575.90

Selected Roadbed Topping ?

Private Land Sections.

475+00 - 508+52
520+65 - 560+55
614+06 - {625+317, 0+00}
0+00 - 60+20
238+30 - 246+40
261+82 - 318+20

9/5/33.

unty
Oregon Highway
g Water Valley-Drinkwater Pass Section
iles, grading.

Estimate of Cost by W. C. Williams, Division Engineer.

Clearing and grubbing	All				1,000.00
Excavation	380,000	cu.yds.	at	.30	114,000.00
Overhaul	565,600	sta.yds.	"	.015	8,484.00
Truckhaul	53,900	M.Yds.	"	.15	8,085.00
Rip Rap	440	cu.yds.	"	1.50	660.00
18" Culvert Pipe	1,030	lin.ft.	"	2.00	2,060.00
24" Culvert Pipe	270	" "	"	3.00	810.00
36" Culvert Pipe	220	" "	"	5.00	1,100.00
48" Culvert Pipe	70	" "	"	10.00	700.00
18" Extra Strength Culvert Pipe	100	" "	"	2.50	250.00
36" Extra Strength Culvert Pipe	220	" "	"	6.00	1,320.00
Selected Roadbed Topping	11,000	cu.yds.	"	.30	3,300.00
~~Selected Roadbed Topping Haul~~	22,000	Mi.Yds.	"	.15	3,300.00
					$ 145,069.00
Plus 10% for engineering costs and contingencies					14,506.90
					$ 159,575.90

Based on 15% profit to contractor.

CONTRACT#1522,

SEE:

CONTRACT#1521,

32

1522 [illegible] : Contract 1521

CONTRACT #1524,
1525,

NRS 197-A Agency-Deschutes River Sec. 1933
1524
1525

#1524

1979 = 71H2-a

July 17, 1935

United States Fidelity and Guaranty Co.
G. B. Eckles, Manager
1112 Bedell Building
Portland, Oregon

Attention: Mr. J. O. Cook

Gentlemen:

This acknowledges receipt of your letter of July 16th enclosing triplicate copies of the assignment given the U. S. Fidelity and Guaranty Company by the Interstate Construction Company, being the assignment of all moneys due or to become due the Interstate Construction Company in connection with its contract with the State Highway Commission for the construction of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County, Contract No. 1524.

We will be pleased to see that future payments in connection with this contract are made in conformance with this assignment.

Very truly yours,

Secretary

HBG:OG

cc Carl F. Smith

Mr. Smith:
I am attaching two copies of this assignment for your use. The original I have retained for the Commission's records and files.

REFERRED TO
BY SECRETARY

please have Carl Smith note the assignment and then attach to contract
ABS

Portland 104 5M 1-4-35

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1112 BEDELL BUILDING
PORTLAND, OREGON

July 16, 1935

54-CR-1 - Interstate Construction Co.

Oregon State Highway Commission,
Salem, Oregon

Attention: H. B. Glaisyer

Gentlemen:

We enclose herewith triplicate copies of Assignment of Claim covering the assignment to this company of all monies due the Interstate Construction Company in connection with the Agency-Deschutes River Section on the Warm Springs Highway job in Jefferson County, contract #1524.

We will ask that you kindly make your voucher payable to this company as assignee.

Yours very truly,

J O Cook
Supt. of Claims

encls.
JOC:ET

JUL 18
[illegible]

#1524

197-a

July 5, 1935

United States Fidelity & Guaranty Co.
1112 Bedell Building
Portland, Oregon

Attention: J. O. Cook,
Supt. of Claims

Gentlemen:

Responding to your letter of July 3 I am enclosing three copies of an Assignment of Claim covering the assignment to you of all moneys due the Interstate Construction Company in connection with its contract with the State Highway Commission for construction work on the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County, Contract No. 1524.

The amount of the final estimate on this job is $1,968.58 and is shown in pencil figures on the assignment form.

We took the liberty of preparing this assignment in this office so that there would be no possibility of error in the description. Perhaps we made a mistake in doing this, hence I am also enclosing three blank copies of the assignment form for your use if the other form is not just what you want.

The assignment should be signed by the president and secretary of the Interstate Construction Company and the seal of the corporation should be affixed thereto.

Yours very truly,

Secretary

HBG:MC

encl.

Portland 104 8M 4-11-35

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1112 BEDELL BUILDING
PORTLAND, OREGON

July 3, 1935

54-CR-1 - Interstate Construction Co.

Oregon State Highway Commission,
Salem, Oregon

Re: contract No. 1524 - Agency
Deschutes River Section of the
Warm Spring highway -

Gentlemen:

This acknowledges receipt of your letter of June 22, 1935, and in reply thereto we wish to thank you for the kind assistance that you are rendering us.

We would appreciate very much your forwarding to us some of your standard forms for assignment so that we may obtain an assignment from the Interstate Construction Company.

Yours very truly,

J O Cook

Supt. of Claims

JOC:ET

#1525

197A

January 28, 1935

Mr. Bernard H. Ramsey
Attorney at Law
Madras, Oregon

Dear Sir:

Your letter of January 23rd directed to Earl Snell, Secretary of State, regarding the claim of Main Street Garage against the Montag Construction Company, has been referred to this Department for reply inasmuch as it pertains to a highway construction job.

A law which provides that affidavits of claims against contractors shall be filed with the Secretary of State, did not intend that the State shall be responsible for the collection of the claim, but its purpose is to provide protection to the claimant in the event their claim has not been satisfied prior tothe expiration of six months from the date of completion of the job and its acceptance by the proper official.

In the event that the Montag Construction Company has not satisfied the claim of the Main Street Garage,it is our thought that the next thing to do is for the claimant to take action inthe courts against the bond. Perhaps before doing that it will be best to file a claim with the bonding company and ascertain its attitude with regard thereto.

The job in question is designated as State Highway Contract #1525 and covers the construction of three bridges on the Warm Springs Highway in Jefferson County, one over Deshutes River and two over Shitike Creek. The contract was awarded to C. J. Montag, an individual, and the bond furnished was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson are local agents with their office in the Yeon Building, Portland.

Very truly yours,

Secretary.

RBG:CG

cc Mr. Earl Snell

GEO. H. FLAGG,
CHIEF DEPUTY

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 26, 1935

State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your attention, a letter from Bernard H. Ramsey relative to a notice of claim by Main Street Garage of Madras in the amount of $65.78 against the bond taken from the Montag Construction Company. The claim was filed July 1, 1934, file No.2441.

Yours very truly,

Earl Snell

Secretary of State

EL

Enc. 1

BERNARD H. RAMSEY
ATTORNEY AT LAW
MADRAS, OREGON

January 23rd, 1935

Earl Snell, Secretary of State
Salem, Oregon

Dear Sir:

On the 30th of June 1934, the Main Street Garage of Madras, Oregon filed with your office their notice of claim against the Montag Construction Company and the Aetna Casualty and Insurance Company, its surety in the sum of $ 65.78 for labor and materials furnished the Company while it was engaged in contract construction work on the Warm Springs Highway. To date no part of this bill has been paid.

Kindly advise me what further action will be required in order to enforce payment of this claim.

Very truly yours,

Bernard H Ramsey

4·1·2·1934

Respectfully referred to State Highway Commission

STATE DEPARTMENT

2441

SECRETARY OF STATE
RECEIVED
JAN 26 1935
EARL SNELL

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

FLP 2A.

January 25, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

The hearing on the Interstate Construction Company's claims on the Agency-Deschutes River project will be held in the Salem office on Monday January 28th at 2:00 p.m.

You are requested to be present at this hearing. Please arrange your schedule accordingly.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. C. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

NOTED
State Highway Engineer

FORM 5-A-1 10619 1M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

FLP-2A

January 25, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Interstate Construction Company,
677 E. Tillamook St.,
Portland, Ore.

Gentlemen:

Regarding the hearing of your claim on the Agency-Deschutes River Project, to be held Monday, January 28th, in Salem, the time set for the hearing is 2 o'clock.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

R. H. Smith,
Construction Engineer.

NOTED
State Highway Engineer

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

FORM 2-A-1 10010 10M 2-34
Commissioners
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 17, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

The Interstate Construction Company,
2605 NE 58th Ave.,
Portland, Ore.

Attention - Mr. Marks.

FL 11-2A

Gentlemen:

Your letter of January 12th, addressed to Mr. Lytle, in which you refer to the final estimate on the Agency-Deschutes River Section, has been referred to me for answering.

I regret very much that thru a misunderstanding you were not informed some time ago concerning the disposition of this claim, but Mr. Lytle sent his letter to you through this office for approval and I misunderstood it to be merely a copy of a letter which he had written to you.

Mr. Lytle has attempted in every way to locate the additional yardage both by checking up the final profile and by digging through the fills to see if the material which you claim to have placed therein was actually incorporated in the fills. He can, however, find no evidence that this material has gone into the fills at the place which you mention. He is willing however, to allow the 98 yards which was used to back fill a dike along the creek when constructing a channel change.

You have already been paid on the basis of a semi-final estimate and we are only holding out less than our customary 5%. Therefore it is impossible to release anything further until the final estimate. If you wish to present anything more at a conference concerning the same, I am sure Mr. Baldock will be glad to see you at a convenient time. We will be glad to call in Messrs. Lytle and Cooper to explain their reasons for denying the claim.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R. H. Baldock

H. G. Smith,
Construction Engineer.

FORM 8-G-1 [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

FLP LA

January 14, 1935

Mr. R. H. Baldock, ✓
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

I have received the attached letter from the Interstate Construction Company and from it I judge that you did not send to them my letter of December 17, which was sent to your office for approval altho it may be that you thought the letter I sent to you was a copy.

I see no reason why the final estimate as submitted by the resident engineer should not be considered as a semi-final and the company paid all their retained percentage, less the usual 3 percent, pending the settlement of this claim.

Very truly yours,

K. D. Lytle,
Division Engineer

kdl/e
encl.
cc Interstate Construction Co.
cc Forrest Cooper.

5-C-1 15926 1500 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

FLP LA

January 12, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

I talked to Cooper, yesterday, about the Warm Springs job and he advises that Mr. Lyons has been on the job the last few days and is feeling quite unhappy over the progress made to date.

I hesitated to broach the subject of the widening without again taking the matter up with you. We made a list of both the preliminary yardage as shown on the profile and the cross sectioned yardage in each of the cuts. This list is attached hereto with a notation opposite each cut as to the manner in which the cuts have been staked. The total yardage as shown on the profile is 205,363 and the yardage within our cross section stakes as set amounts to 200,958. This latter figure will be increased by the amount of the overbreak.

Judging from what swell we have had between stations 485 and 622 we will have ample materials to make all of the fills 34 feet wide. Practically all of the widening has been done on the high side of the fills.

An analysis of the figures on the attached tabulation shows that from Station 386+50 to 419+50 we will under run the original quantities by about 11,000 cu. yds. This section is practically all solid rock and is the most expensive work on the line.

From Station 423 to 481 our quantities will exceed the preliminary quantities by about 4000 yards. I would say that the excavation on this section would be about the average considering the job as a whole.

RECEIVED
JAN 1 1935

H. G. Smith

See me about this.

From Station 484 to 622 our cross section quantities will over run the preliminary by about 2000 cu. yds. This is the easiest work on the project.

Cooper thinks that Lyons would not sign any sort of agreement at this stage and on a proposition of this sort I believe we should not ask for any agreement as it would look as though we had done something which was not according to the book.

We have not changed the job in any manner that would increase the cost of the job and to put such a suggestion into the contractor's head by asking for an agreement might react later to our disadvantage.

We would certainly be allowed to move the yardage called for on the profile as long as any over runs were not put in the harder class of materials. The practice of daylighting cuts is common and accepted practice on all jobs, and if you judge them to be so we have done nothing to call for any agreement and any suggestion by us to the effect that we wanted one would show that we feared we had over stepped the contract.

I would say that if we were sure Lyons would sign an agreement it would then be incumbent upon us to have it signed, but with him looking for an excuse to get more money and fearing a probable resusal, I think it would be wrong for us to bring up the subject.

I have no wish to disregard your instructions but thought I had better present my views before proceeding further.

Will you please advise further regarding the matter.

Very truly yours,

K. D. Lytle

K. D. Lytle,
Division Engineer

kdl/e
encl.

STATE OF OREGON TABULATION SHEET

HIGHWAY DEPARTMENT

DESCHUTES RIVER-AGENCY PLAINS SECTION
WARM SPRINGS HIGHWAY
COMPARISON OF PROFILE AND CROSS SECTIONED YARDAGE

January 11, 1935

Sta	To Sta	Profile Yardage	X-Sec. Yardage	Remarks
370+25	382+ 50	15021	15696	Staked Standard Width
386+50	398+00	15632	13414	X-Sec. Standard Cut Overbroke
398	404+50	23772	19337	X Sec. Standard Width
404+50	419+50	15995	11885	No Change in Cut. Widen Fill Side
423	429	9679	10204	Cut daylighted
432	438+50	15280	15617	Widened 4' on Lower Side
440+50	449+50	12339	11192	Widened 4' on Lower Side
455+50	465+50	6623	9389	Widened 2' on each side
468	472+50	5658	6240	Widened 2' on each side
474+50	481+00	12186	12964	Widened 4' inside 10° Curve
484	488+50	4623	3706	Daylight cut average about 4'
490+50	495	4411	4247	Daylight cut average about 4'
496+50	510	13457	13437	Daylight cut average about 4'
516	534+50	18509	18530	Widened cut 4' on low side
537+50	542	--	148	Widened Fill side east.
545	552	6813	6760	Widened cut 4' on low side
556	567	7948	12917	Widened cut 3' on low side
570	579	7378	7025	Widened cut 3' on low side
601	614+50	7572	6546	Day light
616	622+25	2467	1704	Widened on low side
		205,363	200,958	
370+25	382+50	15021	15696	
386+50	419+50	55399	44636	
423	481	61765	65606	
484	622+25	73178	75020	
		205,363	200,958	

#1524

197A

December 8, 1954

Hon. P. J. Stadelman
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of December 5th enclosing copies of notice of claim which has been filed in your office by Sherman J. Frank against Interstate Construction Company for materials furnished in the sum of $137.00 in connection with its contract for the grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

We are today forwarding copies of the notice to the contractor and its surety for their information.

Very truly yours,

Secretary

AJ

December 8, 1934

U. S. Fidelity & Guaranty Company
c/o G. B. Eckles, Agent
Porter Building
Portland, Oregon

Gentlemen:

Enclosed is copy of notice of claim filed in the Secretary of State's office by Sherman J. Frank against Interstate Construction Company to whom the Commission awarded the contract for the grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County; said claim being in the sum of $137.00 for materials furnished to the contractor.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours,

Secretary

AJ

cc Interstate Construction Co.
677 E. Tillamook St.
Portland, Oregon

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

December 5th, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Sherman J. Frank of Hood River, Oregon, for $137.00 against the bond taken from Interstate Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Agency-Deschutes River Section of the Warm Springs Highway, contract No. 1524.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman

Secretary of State

HM
encs. 3

COPY

NOTICE OF CLAIM

TO: THE STATE OF OREGON, SECRETARY OF THE STATE OF OREGON, OREGON HIGHWAY COMMISSION, INTERSTATE CONSTRUCTION CO., and U. S. FIDELITY & GUARANTY CO., a corporation:

Notice is hereby given that the undersigned, Sherman J. Frank, has a claim on account of the sale of goods, wares and merchandise consisting of powder, caps, fuses, exploders and explosive materials to Interstate Construction Co. in the sum of One Hundred Thirty-seven ($137.00) Dollars against the bond taken from Interstate Construction Co. principal, and U. S. Fidelity & Guaranty Co. as surety, for the work of construction of the Agency-Deschutes River Section, Warm Springs Highway, located in Jefferson and/or Wasco Counties, State of Oregon; that the State of Oregon contracted with said principal, Interstate Construction Co. to do said work, said contract being known and designated as Contract No. 1524, and said bond was furnished by said contractor as principal, and by said U. S. Fidelity & Guaranty Co. as surety, as by the terms of said contract and the laws of the State of Oregon provided, and, among other things, to insure the faithful performance of said contract and the payment of all material-men furnishing materials for use in connection therewith, in accordance with the terms of the contract and by law provided; that claimant sold said materials to said contractor, Interstate Construction Co., who did purchase and receive the same from claimant for use upon and the same were used by said contractor for and in the performance of the work called for by said contract, and claimant has not been paid for the same in the amount above stated, said amount representing the balance due and owing.

IN WITNESS WHEREOF, this Notice is signed and dated this 5th day of December, 1934.

SHERMAN J. FRANK
Sherman J. Frank

Endorsed: File No. 2464
Filed December 5, 1934
P. J. STADELMAN,
Secretary of State

#1524

197A

December 1, 1934

United States Fidelity & Guaranty Co.
G. B. Eckles, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Standard Oil Company against the bond furnished by the Interstate Construction Company in connection with State Highway Contract No. 1524 covering grading work on the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County. As you will note, this claim amounts to $460.22 and represents petroleum products supplied the contractor.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC
encl.

cc - Interstate Construction Co.
677 No. Tillamook St.,
Portland, Oregon

November 30, 1934

Hon. P. J. Stadelman
Secretary of State
CAPITOL BUILDING

Dear Sir:

Wish to thank you for your letter of November 28 with attached copies of notice of claim which has been filed by the Standard Oil Company against the bond taken from the Interstate Construction Company in connection with State Highway Contract No. 1524 covering grading work on the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

In accordance with our usual practice we are today sending copies of this notice of claim to the surety company and the contractor.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

November 26, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Standard Oil Company of California for $460.22 against the bond taken from Interstate Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Agency-Deschutes River Section of the Warm Springs Highway, contract #1524, which was forwarded to this office by Dey, Hampson & Nelson, Portland.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman

Secretary of State

hm
encs. 3

COPY

TO HONORABLE P. J. STADELMAN, Secretary of State of
the State of Oregon, and to THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, Standard Oil Company of California, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of Four Hundred Sixty and 22/100 Dollars ($460.22), against the bond taken from Interstate Construction Co., principal, and the United States Fidelity & Guaranty Company, surety, in connection with grading 2.41 miles of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County, Oregon, being Oregon State Highway Commission Contract No. 1524.

Dated November 23, 1934.

STANDARD OIL COMPANY OF CALIFORNIA

By L. L. Campbell (Signed)

District Sales Manager

Endorsed: File #2462
Filed Nov. 26, 1934
P. J. STADELMAN
Secretary of State

F.L.H. 2-A

November 21, 1934

Mr. C. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of October 9th, 1934, in regard to the rights of way for the Agency-Deschutes River Section of the Warm Springs Highway, Oregon Federal Lands Project 2-A.

We hand you herewith a photostat copy of a map showing the right of way in question approved by Oscar L. Chapman, Assistant Secretary, Department of Interior, under date of October 31st, 1933.

We presume that with this information in hand, payment of the final voucher on Project 2-A will be released.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict. by W. C. Green/HR

Encl.

#1524

197A

November 14, 1934

United States Fideltiy & Guaranty Company
1206 Porter Building
Portland, Oregon

Gentlemen:

Attached hereto is a notice of a claim filed in the office of the Secretary of State by Gilbert & Goodwin, and Harry Turner, against the Interstate Construction Company, being for labor and materials furnished the Interstate Construction Company in the sum of $1,392.28, in connection with its contract with the State Highway Commission for the grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County, contract No. 1524. This notice is given you because you are surety on the bond furnished the Interstates Construction Company in connection with this job.

Very truly yours,

HDG:OG Secretary.
encl.

cc Interstate Construction Company
Encl.

November 14, 1934

Honorable P. J. Stadelman
Secretary of State
CAPITOL BUILDING

Dear Sir:

This acknowledges receipt of your letter of November 15th enclosing three copies of a notice of claim by Gilbert & Goodwin, and Harry Turner, against the bond taken from Interstate Construction Company and the United States Fidelity & Guaranty Company for work on the Warm Springs Highway, said claim amounting to $1,392.26.

In accordance with our usual practice we are forwarding copies of this notice to the contractor and the surety on his bond furnished in connection with this job.

Very truly yours,

HBG:OG

Secretary.

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

November 13, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Gilbert & Goodwin and Harry Turner for $1392.26 against the bond taken from Interstate Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Warm Springs Highway.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

Hy
encs. 3

COPY

TO THE STATE OF OREGON,

P. J. Stadelman, Secretary of State.

NOTICE is hereby given that the undersigned, W. A. Gilbert and H. S. Goodwin, Co-partners doing business under the firm name and style of Gilbert & Goodwin, and HARRY TURNER, have a claim for labor and/or materials in the sum of Thirteen Hundred Ninety-two and 26/100 ($1392.26) Dollars against the bond taken from Interstate Construction Company, Principal, and United States Fidelity & Guaranty Company, Surety for the work of grading a portion of Warm Springs Highway known as Project 197A, Station 1546 plus 00 to Station 1635 plus 20 and Station 1639 plus 40.9 to Station 622 plus 25.

Said labor and/or materials were furnished by W. A. Gilbert and H. S. Goodwin, but Harry Turner joins in this notice by reason of the fact that a portion of the amount due for said labor and/or materials has been assigned to him.

Dated at Portland, Oregon, this 9th day of November, 1934.

W. A. GILBERT

H. S. GOODWIN

HARRY TURNER
Assignee.

Endorsed: File No. 2457
Filed November 10, 1934
P. J. STADELMAN,
Secretary of State

#1524

197A

November 13, 1934

Standard Oil Company of California,
Pacific Building,
Portland, Oregon.

Attention: Mr. F. M. Ewing.

Gentlemen:

Receipt is acknowledged of your letter of November 9th concerning the Interstate Construction Company contract No. 1284 - Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

Please be advised that the above contract was completed on May 24, 1934 and was accepted June 6, 1934. Final payment has not yet been made. The retained percentage held is $1,088.21.

Very truly yours,

Secretary.

Dict. by J. McFarland.

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
8th FLOOR PACIFIC BLDG
306 YAMHILL STREET
[illegible]

SALES DEPARTMENT
L. L. CAMPBELL
DISTRICT SALES MANAGER
F. C. EASTMAN
T. F. GUNN
ASSISTANT DISTRICT SALES MANAGERS

PORTLAND, ORE.

November 9, 1934

Interstate Construction Co.

State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

Will you please inform us of the date of acceptance of contract number 1524, Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

We would also appreciate having information as to the date of payment of the last estimate, also if there are additional funds due the contractor in connection with this work.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA

L.L.Campbell, District Sales Manager

By
District Credit Man

CDE:LP

NRA
WE DO OUR PART

Form [illegible]—[illegible]—2-34

[illegible]ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FLP-2a

For Week Ending October 13,1934, 193....

Section Deschutes River-Agency Plains

Highway Warm Springs

Contractor ....

Date of contract ...., 193....

Date work started ...., 193....

Amount of contract $..........

Kind of work Grading

Section prefix 16 PD

Contract number ....

Date of completion ...., 193....

Estimated date of completion ...., 193....

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $..........

Per cent of contract completed, based on total contract price ....%

Engineering costs to date, $ 550.00, ...%

Date project was completed ...., 193....

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Crew consisting of John Burch, Transitmen, John Hess, Chainman, and self revising line, re running line, running levels, and cross sectioning. Revised line from Station 530 to Station 570 and re-cross sectioned from Station 540 to 570. Cross sectioning now done from Station 540 to north end of project (Station 622) and quantities figured and re-balanced. Also re-ran line with revisions and spirals from Station 466 to Station 530 and ran levels over this section. Spent considerable time during fore part of week with contractors.

RECEIVED
OCT 1[illegible] 1934

Signed

Address Madras, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

CONSTR[illegible]

	GRADING	SURFACING	AINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.89				
Miles partially completed					
Miles completed					
Total estimated quantities	225,000				
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Clearing		
Tuesday	Warm		
Wednesday	Warm		
Thursday	Warm		
Friday	Cold and windy		
Saturday	Clearing.		

FORM 2-D-1 12023 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

FLP-2A

October 8, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Attached is Division Engineer's Estimate of Cost on the Deschutes River-Agency Plains Section of the Warm Springs Highway, for which the Commission is receiving bids on October 11th.

Yours very truly

K. D. Lytle
Division Engineer

By

W. O. Widdows

wow/c
encl.

RECEIVED
OCT 9 - 1934
OFFICE OF
CONSTRUCTION ENGINEER

Division Engineer's

Estimate of Cost of

Deschutes River-Agency Plains Section

Warm Springs Highway

4.89 Miles Grading

Clearing & Grubbing	All Specified		$500.00
Trench Excavation	200 C.Y. @	$1.00	200.00
Excavation, Single Class.	225,000 C.Y. @	0.43	96,750.00
Overhaul	300,000 Sta.Yd.@	0.015	4,500.00
Truck Haul	24,000 Yd.Mi. @	0.16	3,840.00
Finishing Roadbed & Slopes	4.89 Mi. @	250.00	1,222.50
18" Concrete Pipe	600 Lin.Ft.@	2.00	1,200.00
18" Corrugated Iron Pipe	400 " " @	1.80	720.00
24" " " "	130 " " @	3.00	390.00
	Total		$109,322.50

Form 338—5M—3-34

OR[illegible]ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 29, 1934

Section Deschutes River-Agency Plains

Kind of work Construction

Highway Warm Springs

Section prefix 16 PD

FLP-2A

Contractor Not under contract

Contract number

Date of contract ...., 193....

Date of completion ...., 193....

Date work started ...., 193....

Estimated date of completion ...., 193....

Amount of contract $.......

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $.......

Per cent of contract completed, based on total contract price ....%

Engineering costs to date, $ 336.00, ...%

Date project was completed ...., 193....

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Got possession of office this week(Monday) and moved equipment etc. in and got established. Crew consisting of John Burch, transitman and John Hess, Chainman, and myself Started field work Tuesday morning and worked in field all week. Have line run, spiraled, revised, and referenced from Station 525 to Station 622 complete. Also have levels run over new line and new work profile made. Revised line Station 554 to 571 running 4° curve instead of 6°. Have had several contractors to look over the work. County Judge J.M.King reports right of way purchases complete except one release of mortgage from the State school Land Board and one release from the Federal Land Bank of Spokane. He reports that he is negotiating with both parties for release.

RECEIVED
OCT 1 - 1934
OFFICE OF
CONST[illegible]

NOTED
H. N. HAC[illegible]

Signed Forrest Cooper

Address Madras, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.89				
Miles partially completed					
Miles completed					
Total estimated quantities	225,000				
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., **Power graders** ...., **Rollers** ...., **Mixers** ...., **Crushing or screening plants** ....,

Compressors ...., **Bull dozers** ...., **Sheet-foot rollers** ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow		
Monday	Cold		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

#1524

FP-2a

September 5, 1934

Hon. P. J. Stadelman
Secretary of State
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of September 4 with attached copies of notice of claim which has been filed by the Feenaughty Machinery Company against the Interstate Construction Company for material and labor furnished and rental of equipment in connection with State Highway Contract No. 1524 covering grading work on the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

In accordance with our usual practice we are today sending copies of this claim to the surety and the contractor.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

September 5, 1934

United States Fidelity & Guaranty Co.,
c/o G. B. Eckles, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Feenaughty Machinery Company against the bond furnished by the Interstate Construction Company in connection with State Highway Contract No. [illegible] covering grading work on the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County. You will note this claim represents labor and material furnished and rental of equipment and amounts to $1,538.42.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]:MC

cc - Interstate Construction Co.,
677 N. Tillamook St.,
Portland, Oregon

Geo. H. Flagg,
Chief Deputy

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

September 4, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Feenaughty Machinery Company for $1328.42 against the bond taken from Interstate Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Agency-Deschutes River Section of the state highway, contract No. 1524.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman

Secretary of State

HM
encs. 3

COPY

TO - F. J. STADELMAN,
SECRETARY OF STATE,
SALEM, OREGON

NOTICE IS HEREBY GIVEN, THAT THE UNDERSIGNED, FEENAUGHTY MACHINERY COMPANY, a corporation, organized under the laws of the State of Oregon, with its principal office at 112 S. E. Belmont Street, Portland, Oregon, has a claim for materials, labor and rentals on equipment for the sum of One Thousand Three Hundred Twenty-eight and 42/100 Dollars($1,328.42), against the bond taken from INTERSTATE CONSTRUCTION COMPANY, an Oregon corporation, as Principals, and the U. S. FIDELITY AND GUARANTY COMPANY a corporation, Surety, for the matter of a contract entered into between the State of Oregon through the Oregon State Highway Commission and the said INTERSTATE CONSTRUCTION COMPANY, namely Contract No. 1524 at Warm Springs, Oregon, known as the Agency-Deschutes River Section.

FEENAUGHTY MACHINERY COMPANY

By W. O. Feenaughty
President

Subscribed and sworn to before me this 1st day of September, 1934.

(SEAL)

Geo W. Martin
Notary Public, in and for the State of Oregon. My commission expires 5/12/36

Endorsed: File No. 2449
Filed September 4, 1934
F. J. STADELMAN,
Secretary of State

#1524
4p 2a

August 30, 1934

U. S. Fidelity & Guaranty Company
C. O. Price, Agent
Porter Building
Portland, Oregon

Gentlemen:

Inclosed is copy of letter we have today received from the Secretary of State wherein the Main Street Garage, Madras, Oregon, advises that their claim against the Interstate Construction Company, in the amount of $21.39, has been satisfied. This is in connection with contract No. 1524 for the grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

This information is given to you inasmuch as you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

RBG
jm

c.c. Interstate Construction Co.
677 North Tillamook Street
Portland, Oregon

August 30, 1934

Honorable P. J. Stadelman
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 29 inclosing a copy of letter from the Main Street Garage advising that their notice of claim against the Interstate Construction Company, in the amount of $21.39, has been satisfied. This is in connection with contract No. 1524 for the grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

In accordance with our usual practice we are today forwarding copies of the letter of the Main Street Garage to the contractor and his surety.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

RBG
jn

Geo. H. Flagg,
Chief Deputy

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

August 29, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information and files a copy of a letter from the Main Street Garage advising that their notice of claim against Interstate Construction Company has been satisfied. The records of this office show that the notice was filed in this office on June 28, 1934, and was in the amount of $21.39.

Yours very truly,

P. J. Stadelman

Secretary of State

HM
enc. 1

COPY

MAIN STREET GARAGE
John E. Conroy, Assistant Manager
Chevrolet Cars and Trucks
MADRAS, OREGON

August 28, 1954

P. J. Stadleman
Salem, Oregon

Dear Sir:

Please be advised that the Interstate Construction Co. has this day settled their account with us in full.

Yours truly,
Main St. Garage
John E. Conroy

JEC:JP

flp 2a

August 25, 1934

United States Fidelity & Guaranty Company
1208 Porter Building
Portland, Oregon.

Attention: J. L. Cook, Supt. of Claims

Gentlemen:

This acknowledges receipt of your letter of August 23 regarding payment to the Interstate Construction Company in connection with contract No. 1524 for the construction of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County. I am referring your letter to our attorney, J. M. Devers, to advise you in regard to the legal status of the matter. Either Mr. Devers or I will communicate with you further within a few days.

The final voucher in connection with this job, in the amount of $1,052.21 was sent to the contractor on July 24 for acceptance but has not been returned as yet. I thought you would like to have this information.

No claims have been filed in this office against this job since August 9. I am inclosing a complete list of those claims of which we have knowledge.

Very truly yours

Secretary

RBG:jm

#1524
Jefferson Co
H.p.

Portland 104 10m 4-2-34

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

August 23, 1934

Re: Interstate Construction Co.

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

We are advised by the Interstate Construction Company that in connection with contract No. 1524, for the construction of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County, Oregon, that there is now due them on estimate No. 7 $2,959.45 which may be released by you at any time.

Agreeable to you, we will ask that this estimate be released to us, payable to both the Interstate Construction Company and United States Fidelity & Guaranty Company, which voucher we will ask that you kindly forward to us.

We further ask that you advise us whether or not any further claims have been filed against this job since your letter of August 9, 1934.

Yours very truly,

Cook
Supt. of Claims

JOC:ET

Warrant out. $2,959.45
Held by auditor.
Voucher for final est. $1,052.21
mailed out July 24th. Has not
been returned.
No claims have been filed
since Aug 9th.
Contractor (Marx) and surety (Cook) came in a.m. 8/27/34
($2959.45)
& this — [illegible] approval warrant" was released
HBG

[illegible] claims [illegible] total [illegible]
did [illegible] previously at the payment?
have payment been [illegible]? HS

August 22, 1934

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of August 21st concerning the constructed length of the Deschutes River Section, U. S. P. W. Project No. NRS 197-A.

Please refer to the final detail estimate which accompanied the final voucher. The work beyond the south project limit is indicated on line 21, and the quantities for that work are not included in the total quantities given on line 35, for Project NRS 197-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 21, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to U. S. Public Works project No. NRH 197-A.

The plans for this project show the stationing as 1637+20 through 1640+12.8 = 659+36.1 to 622+25. The length computed from these stations is 0.758 mile, which is the length shown by your estimate and by the project agreement. Your summary of completed work submitted with the final voucher does not indicate that any change was made in length.

From our inspection of the project we believe that it was extended about seventy-five feet on the south end in order to get fine material for finishing. If this was the case, will you kindly advise us of the stationing of the project as finally constructed and its revised length. If we are in error as to the extension, please advise us.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

August 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of August 17th, we are enclosing herewith four copies of Price Agreement No. 2, for construction of hand placed rock fill on the Agency-Deschutes River Section, Project No. NRFLH 2-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bach/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 17, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. Nash

Reference is made to the final voucher recently submitted for U. S. Public Works Project No. NRFLH 2-A.

It does not appear that we have received copies of price agreement No. 2 with Interstate Construction Co. for hand placed rock fill. Will you please send copies of this agreement as soon as possible as the voucher cannot be forwarded until they are received.

We are enclosing one copy of the summary of completed Federal Aid work submitted with the final voucher.

We have prorated and distributed the costs of the two types of bridges to arrive at a figure for each type. Inasmuch as you are in a better position to know what portion of the costs are chargeable to each portion of the job and which must be arbitrarily prorated, we should appreciate your submitting separate figures for each type of construction in the future, as indicated by the enclosed sheet.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Hwy. Engineer

Encl.

#1524

197-a

August 9, 1934

U. S. Fidelity & Guaranty Company
E. O. Price, Agent
Porter Building
Portland, Oregon

Gentlemen:

This is to advise you that we have today received notice of the claim of Tum-A-Lum Lumber Company in the amount of $27.55 for fuel furnished to the Interstate Construction Company in connection with contract No. 1524 for the construction of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

This information is given to you inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

c.c. Interstate Construction Co.
677 North Tillamook Street
Portland, Oregon

August 9, 1934

Tum-A-Lum Lumber Company
Madras, Oregon

Attention Mr. M. G. Pillette, Agent

Gentlemen:

This acknowledges receipt of your letter of August 8 inclosing a statement of your account against the Interstate Construction Company for fuel furnished them in the sum of $27.55 for use in connection with their contract for the grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County, contract No. 1524.

In connection with this project the contractor was required to file a surety bond for the protection of all just claims, debts and demands, which bond we offer to you for the protection of your claim. This bond was written by the United States Fidelity & Guaranty Company for whom C. G. Price, Porter Building, Portland, is agent. We would suggest that you take your claim up with them.

We would also suggest that you file notice of your claim in the office of the Secretary of State in conformance with the provisions of Chapter 280, Laws of 1931, mimeographed copy of which is inclosed.

In conformance with our usual practice we are today notifying the contractor and his surety of the existence of your claim.

Very truly yours
STATE HIGHWAY COMMISSION

Secretary

HBG:jn

INGTON BUILDING MATERIAL AND FUEL GENER[illegible]FFICES, WALLA WALLA, WASHINGTON

TUM-A-LUM LUMBER COMPANY

HOME BUILDING OUR SPECIALTY

FREE PLAN SERVICE

MADRAS, OREGON

Aug.8,1934.

RECEIVED
AUG 9 - 1934
OREGON
STATE HIGHWAY COMMISSION

Oreg.State Highway Comm.
Salem,Oreg.
Gentlemen.-

We are enclosing a statement of the account of the Interstate Construction Company for fuel furnished them while on contract work on the Warm Springs cut-off in Jefferson County.

Despite many promises we have been unable to collect this bill and therefore wish to file it for collection while their Bond still holds.

Very truly yours,
Tum-A-Lum Lumber Co.
By M.G.Pillette
Agent.

Madras, Ore., Aug- 8- 1934

Interstate Construction Co.

To Tum-A-Lum Lumber Co. Dr.

Feb-20-1934.			
	3300 # Coal	@ 12.75	2105
Mar-13- ✓	825 ✓	✓	525
Mar-19 ✓	195 ✓	✓	125
		[illegible]	$27,55

---

ion to the effect
s, Oregon, has
furnished the
with their con-
chutes River
ghway Contract

ation as you ap-
Interstate Con-
ject.

MISSION

ecretary

#1524

[illegible]

July 27, 1934

United States Fidelity & Guaranty Co.
c/o G. B. Ecklon, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are in receipt of information to the effect that the See Mercantile Company of Warm Springs, Oregon, has a claim in the amount of $15.85 for supplies furnished the Interstate Construction Company in connection with their contract covering grading work on the Agency-Deschutes River Section of the Warm Springs Highway, State Highway Contract No. 1524.

We are giving you this information as you appear as surety on the bond furnished by the Interstate Construction Company in connection with this project.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Interstate Construction Co.,
677 North Tillamook St.,
Portland, Oregon

July 27, 1934

See Mercantile Company
Warm Springs, Oregon

Gentlemen:

Reference is made to your letter of July 25 advising us of your claim in the amount of $15.85 against the Interstate Construction Company for supplies furnished that company in connection with State Highway Contract No. 1524 covering grading work on the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

We offer to you, for the protection of your claim, the bond furnished by the contractor in connection with this work. This bond was written by the United States Fidelity & Guarenty Company for whom W. B. Eckles, with offices in the Porter Building, Portland, is the local manager. Would suggest that you contact Mr. Eckles regarding your claim and also that you file notice of your claim with the Secretary of State in conformance with Chapter 280, Oregon Laws, 1931, a mimeographed copy of which is enclosed.

Except in very unusual cases the State Highway Commission does not withhold payments to contractors because of outstanding claims. The Commission has no way of ascertaining whether or not claims are legitimate and for this reason does not feel that it would be fair to the contractor to withhold payments because of unpaid claims. The contractors need their monthly payments in order to finance their work and if the Commission would withhold such payments it would seriously handicap them and no doubt delay the work on which they are engaged. As stated above, I believe the course for you to pursue would be to file your claim with the bonding company and I trust you will receive satisfactory settlement by so doing.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

SEE MERCANTILE COMPANY

SMC

WARM SPRINGS TRADING POST
INDIAN BUCKSKIN GOODS
GENERAL MERCHANDISE
WARM SPRINGS, OREGON

July 25, 1934.

RECEIVED
JUL 27 1934

Oregon State Highway Commission
Salem, Oreg.

Gentlemen:

We have made several unsuccessful attempts to make collection of an account of $15.85 from the Interstate Construction Company who were doing some road construction work on the Madras unit of the Warm Springs Cut-Off last winter and this spring.

The indebtedness is for supplies purchased from us in Febraury and March of this year and we have just recently received the information that the commission expects concerns doing work for the state, to take care of their obligations before releasing them from their bond.

If this information is correct, will you please advise what further steps we might take or whether the commission will take the matter up personally?

Please accept our thanks for any assistance you may give us.

Yours very truly,

See Mercantile Co.

Yours very truly,

K D Lytle

K. D. Lytle
Division Engineer

kdl/jj

Form 5-C-1 12988 1500 1-34

Commissioners
Leslie M. Scott, Chairman, Port
Carl G. Washburne, Eugene
E. B. Aldrich, Pendleton

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of K. D. Lytle, Division Engineer
BEND, OREGON

July 21, 1934

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Att. H. G. Smith

Reference is made to your letter of the 20th, regarding the north end of the Deschutes River Agency Plains Section.

During the construction of the Deschutes River Section the contractor constructed 75 feet more of roadbed than called for by his contract. The matter was discussed with Mr. Baldock, on one of his visits, he told me that we should pay for the work. The construction profile submitted with the final estimate of the Deschutes River Section shows what haprened.

I see no real objection to designating the north end of the new job as being 622+25, even though there will be no work between that station and 621+50 if it will hepl keep our records clear.

Yours very truly,

K D Lytle

K. D. Lytle
Division Engineer

kdl/jj

FORM 8-A-1 13743 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

197 A
7 LH 2 A

OREGON STATE HIGHWAY COMMISSION
SALEM

112-3a

July 13, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

In regard to your telephone conversation conerning the lack of spirals on the Deschutes River-Agency Plains Section, beg to advise that this project should be submitted for letting "as is" and then the spirals should be introduced prior to construction, using the various devices which have been discussed in previous letters to avoid changes in yardage.

The circular letter was intended to call attention to the inconsistency of making further locations without spiraling the curves at the time the revision or location is made. The use of spirals has now been adopted by this department for considerably over a year, but new locations are being continually forwarded in which simple curves have been used for some reason or another.

From such sections as we have recently completed and paved, we feel that the use of spirals is essential on center line marked highways. It is quite apparent that drivers habitually cross the center line mark at the beginning and ending of simple curves, whereas there is no tendency to do so on spiral curves, therefore it is apparent that the use of spirals will be adopted for all modern highways; and therefore they should be used in all cases and the use of simple curves abandoned.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

H. G. Smith,
Construction Engineer.

CC to
R.H. Baldock ✓

#1525

Ilp. 2a

July 6, 1934

Aetna Casualty & Surety Co.
c/o Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Main Street Garage of Madras against C. J. Montag for labor and materials furnished in connection with contract No. 1525 covering bridge construction over the Deschutes River and Shitike Creek in Jefferson County. This claim is in the amount of $65.78.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC Secretary

cc - Mr. C. J. Montag
201 Worcester Building
Portland, Oregon

July 6, 1934

Hon. P. J. Stadelman
Secretary of State
CAPITOL BUILDING

Dear Sir:

Wish to thank you for your letter of July 2 with attached copies of notice of claim which has been filed by the Main Street Garage against C. J. Montag for labor and materials furnished in connection with State Highway Contract No. 1525 which was awarded to Mr. Montag for bridge construbt tion over the Deschutes River and Shitike Creek on the Warm Springs Highway in Jefferson County.

In accordance with our usual practice we are sending copies of this claim to the surety company and the contractor.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

July 2, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Main Street Garage for $65.78 against the bond taken from Montag Construction Company, principal, and Aetna Casualty & Insurance Company, surety, for work on the bridges over the Deschutes river and Shitike Creek on the Warm Springs Highway in Jefferson County, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

To P. J. Stadleman, Secretary of State, Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned, Main Street Garage, Madras, Oregon, has a claim for $ 65.78 for labor and materials furnished in and for the repair of trucks and machinery, against the bond taken from the Montag Construction Company as principal and the Aetna Casualty & Insurance Company as surety for contract No. 1525 for construction of bridges over the Deschutes river and Shitike creek on the Warm Springs Highway in Jefferson County, Oregon.

MAIN STREET GARAGE

By John E. Conroy
Manager

State of Oregon } ss
County of Jefferson }

I, J. E. Conroy, being first duly sworn, on oath, depose and say, that I am the manager of the Main Street Garage named as claimant in the foregoing claim; that I have read the $$$$$ said claim, know the contents thereof and know the same to be true.

John E. Conroy

Subscribed and sworn to before me this 30th, day of June, 1934.

Seal

My Commission expires

Louise Rumohr
Notary Public for Oregon

My Commission Expires

9-15-37

ENDORSED: File No. 2441
Filed July 2, 1934.
P. J. Stadleman, Secretary of State.

#1524

Ilp-2a

July 3, 1934

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1524 - Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County, consisting of 2.41 miles of grading, has been completed by the contractors, Interstate Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 14, 1934.

The State has been advised of numerous claims against this contract, all of which you have also been advised. The State assumes no responsibility for any of the claims which have been filed or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $44,051.88 including the final payment. Of this amount $477.71 was for force account work.

Very truly yours,

Secretary.

Dist. by J. McFarland.

#1525

Jef-2a

June 29, 1934

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1525 for the construction of bridges over Deschutes River and Shitike Creek on the Warm Springs Highway in Jefferson County, has been completed by the contractor, C. J. Montag, and that final settlement will be made by the State with said contractor for work done under said contract on or after July 9, 1934.

The State has been advised of the following claims against this contract:

Union Pacific Railway Co. for car demurrage - $2.00.

Main Street Garage, Madras, did not state nature of claim, amount is $65.78.

Homer Paxton, administrator of the estate of J. L. Paxton, deceased, filed notice of claim for material. Amount was not stated.

You are advised that the State assumes no responsibility for the above claims, or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $44,673.34 including the final payment. Of this amount $71.88 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1524

sp-2a

June 29, 1934

Honorable P. J. Stadleman
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of June 28 inclosing three copies of a notice of claim filed in your office by Main Street Garage for labor and materials furnished in the amount of $21.39 against Interstate Construction Company in connection with state highway contract No. 1524 for the grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

In accordance with our usual practice we are today forwarding copies to the contractor and his surety.

Very truly yours,

STATE HIGHWAY COMMISSION

Secretary

RBG:jn

June 29, 1934

United States Fidelity and Guaranty Company
C. O. Price, Agent
Porter Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim forwarded to this office by the Secretary of State, setting forth the claim of Main Street Garage for labor and material in the amount of $12.39 furnished to Interstate Construction Company in connection with state highway contract No. 1524 for 2.41 miles of grading on the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

This copy is forwarded to you inasmuch as you appear as surety on the bond furnished by the contractor.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:jn
cc Interstate Constr Co.

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

June 28, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

Enclosed for your information and files are three copies of a notice of claim by Main Street Garage for labor and materials furnished in the amount of $21.59 against the bond taken from Interstate Construction Company, principal, and U. S. Fidelity and Guaranty Company, surety, for work on the Warm Springs cutoff highway in Jefferson County, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman

Secretary of State

HM
encs. 3

COPY

To P. J. Stadleman, Secretary of State, Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned, Main Street Garage, Madras, Oregon, has a claim for $21.38, for labor and materials furnished in and for the repair of trucks and machinery against the bond taken from Interstate Construction Company, a Corporation, as principal, and United States Fidelity and Guaranty Company as surety for the work of grading approximately 2 1/2 miles on the Warm Springs Cut Off Highway In Jefferson County, Oregon.

MAIN ST. GARAGE

By Jim E. Conroy
Manager Mgr

State of Oregon)
County of Jefferson)

I, J. E. Conroy, being first duly sworn, on oath, depose and say, that I am the manager of the Main Street Garage named as claimant in the foregoing claim; that I have read said claim know know the contents thereof and know the same to be true.

J. E. CONROY

Subscribed and sworn to before me this 25th day of June 1934.

LOUISE KUMOHR
Notary Public for Oregon

(SEAL)

My commission expires 9/15/37

Endorsed: File No. 2440
Filed June 28, 1934
P. J. STADELMAN,
Secretary of State

2f 2-a

June 28, 1934

Collins Concrete Pipe Company
410 River Street
Portland, Oregon

Gentlemen:

Reply is made to your letter of June 27 regarding the Interstate Construction Company contract for the construction of the Agency-Deschutes River Section of the Warm Springs Highway, contract No. 1524.

Our records show this job was completed on May 24, 1934, and was formally accepted by the State Highway Commission on June 6, 1934. However, final payment has not yet been made. The records indicate that semi-final payment in the sum of approximately $2,900 will be made within the next few days and that final payment in the sum of approximately $1,300 will be ready for payment within a week or ten days.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

June 28, 19

Re Contract No. 1524 - Interstate Constr. Co.,

Total amount of Contract was $44,340.50 -

Total amount earned is $44,031.88 including the final payment.

Total amount paid to date is $39,764.47 -

Semi-final payment $2,959.45 was sent to the Secretary of State on June 26th.

Final voucher in amount $1,307.96 is on Mr, Proberts desk awaiting his return. Contract was completed May 24th and I think was accepted June 7th.

J. Mc[illegible].

---

tion relative to the AGENCY-DESCHUTES RIVER job under contract to the Interstate Construction Company of this City.

Is this job completed and have they signed up for their final estimate. If so how much money is still due and coming to them. What date did the Highway Department accept the completion of this work.

This information is desired by us as protection for money due us for materials furnished to this project.

Thanking you in advance for an early reply, we remain

Yours truly,

COLLINS CONCRETE PIPE COMPANY.

By Ray Collins

RAC:B

[illegible]

MEMBER ASSOCIATED GENERAL CONTRACTORS

7669
WALNUT 7670

COLLINS CONCRETE PIPE COMPANY
FOUR-HUNDRED-TEN RIVER STREET
PORTLAND, OREGON

June 27, 1934.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem,
Oregon.

Dear Mr. Glaisyer:

We would like to have the following information relative to the AGENCY-DESCHUTES RIVER job under contract to the Interstate Construction Company of this City.

Is this job completed and have they signed up for their final estimate. If so how much money is still due and coming to them. What date did the Highway Department accept the completion of this work.

This information is desired by us as protection for money due us for materials furnished to this project.

Thanking you in advance for an early reply, we remain

Yours truly,

COLLINS CONCRETE PIPE COMPANY.

By Ray Collins

RAC:B [illegible]

Flp 2a

June 27, 1934

Mr. Glaisyer:

With reference to the Interstate Construction Co. Contract No. 1524 - Agency-Deschutes River Section, the contractors have advised that the following claims have been settled: First National Bank, Bend, $125.45 - General Grocery Co. Portland - The Dairymans Bank, Redmond, $103.98 - H. E. Massey $7.80.

None of the above have advised this office that their claims had been settled.

We still have a record of the following claims:

Oregon Motor Co. holding checks payable to Robt. Wardlow $14.70 + protest Fee of $1.21 and one for $42.90 - No protest.

Main Street Garage claim for $21.39 for labor and material.

J. McFarland.

Noted

#1525

Ilf-2a

June 27, 1934

Main Street Garage
Madras, Oregon

Gentlemen:

Acknowledgment is madeof the receipt of your letter of June 26 advising that you have a claim in the sum of $65.78 against the Montag Construction Co. arising out of its contract with the State Highway Commission, and requesting the name of the bondsman.

Our records show that the Commission awarded state highway contract No. 1525 to G. J. Montag for the construction of bridges over Deschutes River and Shitike Creek on the Warm Springs Highway in Jefferson County. In connection with this project said contractor was required to furnish the state with a surety bond for the payment of all just dues, debts and demands incurred in connection with the construction of said project. This bond was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson, Yeon Building, Portland, are agents.

You should present notice of your claim to the agents of the bonding company and also file notice thereof with the Secretary of State in accordance with the provisions of Chapter 280, Laws of 1931, mimeographed copy of which is inclosed.

Very truly yours

Secretary

HBG:jm

MAIN STREET GARAGE

MADRAS, OREGON

June 27, 1934

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We are in receipt of information as to the claim of the Main Street Garage, Redmond, Oregon in the sum of $65.78, against C. J. Montag in connection with his contract for the construction of bridges over Deschutes River and Shitike Creek on the Warm Springs Highway in Jefferson County, contract No. 1525.

This information is furnished to you inasmuch as you appear as surety on the bond furnished by the contractor.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

c.c. C. J. Montag
201 Worcester Building
Portland, Oregon

For Economical Transportation

CHEVROLET

"It's Wise to Choose a Six"

MAIN STREET GARAGE
JOHN E. CONROY, ASSISTANT MANAGER
CHEVROLET CARS AND TRUCKS
MADRAS, OREGON

June 26th, 1934

State Highway Dept.
Salem, Oregon

Gentlemen:

We have a claim against the Montag Construction Co. in the amount of $65.78.

This Company had a contract building bridges across the Deschutes river near Warmsprings Agency.

Will you please advise who their bondsmen are?

Yours truly,

Main Street Garage
John E. Conroy

JEC:MP

#1524
7cp-2a

June 26, 1934

Interstate Construction Co.
677 North Tillamook Street
Portland, Oregon

Attention: Mr. Ernest Marks

Gentlemen:

This acknowledges receipt of your letter of June 25 advising that the claim of H. E. Massey in the amount of $7.80, representing fence posts furnished in connection with State Highway Contract No. 1524 covering grading work on the Agency-Deschutes River Section of the Warm Springs Highway, has been paid.

Thank you for this information. We are today correcting our records in conformance therewith.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

June 26, 1934

United States Fidelity & Guar. Co.
G. B. Eckles, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter, under date of June 25, from the Interstate Construction Company, which reads in part as follows:

> "Your letter May 29th claim of H. E. Massey, $7.80, wish to advise that this claim has been paid."

The claim referred to represents fence posts furnished the contractor in connection with State Highway Contract No. 1524 covering grading of the Agency-Deschutes River Section of the Warm Springs Highway.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC
cc - Mr. H. E. Massey
General Merchandise
Warm Springs, Oregon

INTERSTATE CONSTRUCTION CO.
GENERAL CONTRACTORS
677 NORTH TILLAMOOK ST.
MUrdock 2587
PORTLAND, OREGON

June 25th, 1934.

Oregon State Highway Commission
Salem, Oregon.

Attention Mr. H. B. Glaisyer

Gentlemen:-

Your letter May 28th claim of H. E. Massey, $7.80, wish to advise that this claim has been paid.

Yours very truly,

INTERSTATE CONSTRUCTION CO.

By Ernest Marks

E.M./

#1524

June 26, 1934

Interstate Construction Co.
677 North Tillamook Street
Portland, Oregon

Attention: Mr. Ernest Marks

Gentlemen:

Wish to thank you for your letter of June 26 advising that you have paid the claim of the First National Bank of Bend, amounting to $125.45, which claim was incurred in connection with State Highway Contract No. 1524 covering grading work on the Agency-Deschutes River Section of the Warm Springs Highway. We note you state you have also paid all the other claims incurred in connection with this project of which you have been advised by this office.

Jim all paid? HBS

Thank you for this information. We are today correcting our records in conformance therewith.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

June 26, 1934

United States Fidelity & Guaranty Co.
G. B. Eckles, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter under date of June 25 from the Interstate Construction Company which reads in part as follows:

> "With reference to your letter June 11th claim in the amount of $125.45 from First National Bank of Bend, would advise that this claim, as well as all the other claims you have advised us of, have been paid."

The claims referred to were incurred in connection with State Highway Contract No. 1524 which was awarded to the Interstate Construction Company for grading work on the Agency-Deschutes River Section of the Warm Springs Highway.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC Secretary

cc - First National Bank
Madras, Oregon

INTERSTATE CONSTRUCTION CO.
GENERAL CONTRACTORS
677 NORTH TILLAMOOK ST.
MUrdock 2587
PORTLAND, OREGON

June 25th, 1934.

Oregon State Highway Commission
Salem, Oregon.

Attention Mr. H. B. Glaisyer

Gentlemen:-

With reference to your letter June 11th claim in the amount of $125.45 from First National Bank of Bend, would advise that this claim, as well as all the other claims you have advised us of, have been paid.

Yours very truly,

INTERSTATE CONSTRUCTION CO.

By Ernest Marks

E.M./

#1524

June 28, 1934

United States Fidelity & Guaranty Co.
C. B. Eckles, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are in receipt of a communication under date of June 25 from the Interstate Construction Company which reads in part as follows:

> "Your letter June 14th, claim of General Grocery Co. beg to advise this account has been paid."

This information is given you as you appear as surety on the bond furnished in connection with the contract involved, which is No. 1524 covering grading work on the Agency-Deschutes River Section of the Warm Springs Highway.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - General Grocery Co.
8-28 S. W. First Ave.
Portland, Oregon

June 26, 1934

Interstate Construction Co.
677 North Tillamook St.
Portland, Oregon

Attention: Mr. Ernest Marks

Gentlemen:

This acknowledges receipt of your letter of June 25 advising that you have paid the claim of the General Grocery Company arising out of your contract with the State Highway Commission for the construction on the Agency-Deschutes River Section of the Warm Springs Highway, Contract No. 1524.

Thank you for this information. We are today correcting our records in conformance therewith.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

JBG:MC

INTERSTATE CONSTRUCTION CO.
GENERAL CONTRACTORS
677 NORTH TILLAMOOK ST.
MUrdock 2587
PORTLAND, OREGON

June 25th, 1934.

Oregon State Highway Commission
Salem, Oregon.

Attention Mr. H.B. Glaisyer

Gentlemen:-

Your letter June 14th, claim of General Grocery Co. beg to advise this account has been paid.

Yours very truly,
INTERSTATE CONSTRUCTION CO.

By Ernest Marks

E.M./

#1524

June 28, 1934

United States Fidelity & Guaranty Co.
G. B. Eckles, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter, under date of June 25, from the Interstate Construction Company which reads in part as follows:

> "Your letter June 23rd to U.S.F. & G. regarding the claim of The Dairymen's Bank of Redmond, Oregon, amount $133.98. This is to advise that this claim has already been paid."

The claim referred to was incurred against State Highway Contract No. 1524 which was awarded to the Interstate Construction Company for grading work on the Agency-Deschutes River Section of the Warm Springs Highway.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC Secretary

cc - The Dairymen's Bank of Redmond
Redmond, Oregon

June 26, 1934

Interstate Construction Co.
577 North Tillamook St.
Portland, Oregon

Attention: Ernest Marks

Gentlemen:

This acknowledges receipt of your letter of June 25 advising that you have paid the claim of The Dairymen's Bank of Redmond amounting to $105.98, which claim was incurred in connection with State Highway Contract No. 1524 covering grading work on the Agency-Deschutes River Section of the Warm Springs Highway.

Thank you for this information. We are today correcting our records in conformance therewith.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

INTERSTATE CONSTRUCTION CO.
GENERAL CONTRACTORS
677 NORTH TILLAMOOK ST.
MURDOCK 8587
PORTLAND, OREGON

June 25th, 1934.

Oregon State Highway Commission
Salem, Oregon.

Attention Mr. Glaisyer

Gentlemen:-

Your letter June 23rd to U.S.F.&.G. regarding the claim of The Dairmen's Bank of Redmond, Oregon, amount $103.98. This is to advise that this claim has already been paid.

Yours very truly,

INTERSTATE CONSTRUCTION CO.

E.M./

By Ernest Marks

#1524
11-22

June 25, 1934

United States Fidelity & Guaranty Co.
G. B. Eckles, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by The Dairymen's Bank of Redmond against the bond furnished by the Interstate Construction Company in connection with State Highway Contract No. 1524 covering grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County. This claim is in the amount of $103.38 and represents labor furnished.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

MC Secretary

cc - Interstate Construction Co.
677 No. Tillamook St.
Portland, Oregon

#1524

June 25, 1934

Hon. P. J. Stadelman,
Secretary of State
CAPITOL BUILDING

Dear Sir:

Acknowledgment is made of receipt of your communication of June 20 with attached copies of notice of claim which has been filed by The Dairymen's Bank of Redmond against the bond taken from the Interstate Construction Company in connection with State Highway Contract No. 1524 covering construction work on the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

In accordance with our usual practice we are sending copies of this claim to the surety and the contractor.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

MC

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

June 20, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by The Dairymens Bank of Redmond for $103.98 against the bond taken from U. S. Fidelity & Guaranty Company for work on the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County, contract No. 1524.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned, The Dairymens Bank of Redmond, Oregon has a claim against the Interstate Construction Company for labor done by J. D. Kerr in the amount of $105.98 against the bond taken from the United States Fidelity & Guaranty Company for the work of said J. D. Kerr in connection with its contract for the grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County, State Highway Contract # 1524.

Very truly yours,

THE DAIRYMENS BANK, REDMOND

Signed Geo. C. Rice

Endorsed: File #2459
Filed June 20, 1934
P. J. Stadelman
Secretary of State

#1524

June 22, 1934

Main Street Garage
Madras, Oregon

Attention: John E. Conrey, Manager

Gentlemen:

Receipt is acknowledged of your communication of recent date advising us of your claim in the sum of $21.39 against the Interstate Construction Company in connection with State Highway Contract No. 1524 covering grading work on the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

In compliance with your request I am pleased to advise you that the bond furnished on this project was written by the United States Fidelity & Guaranty Company for whom G. B. Eckles is the Resident Agent with offices in the Porter Building, Portland. Would suggest that in addition to notifying the bonding company of your claim you file notice thereof with the Secretary of State in conformance with Chapter 280, Oregon Laws, 1931, a mimeographed copy of which is enclosed for your information.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

#1524

Exp-2a

MAIN STREET GARAGE
for Economical Transportation
GENERAL AUTO REPAIRING
CHEVROLET
TIRES AUTO ACCESSORIES
MADRAS, OREGON

Interstate Construction Co.
Madras, Oregon
℅ State Highway Comm, Salem, Oregon

This is to remind you that your Contract / Note / Account in favor of this Company was / will become due on the ________ day of ____________ 193__

We have been unable to collect on this account. Will you please advice who there Bonds are held by.

Principal	$21.39
Interest	$
Total	$

Please make your payments on or before maturity dates.
Don't let your contract or account become delinquent.
A single past due contract payment makes your entire contract become due and collectible.
YOUR PROMPT ATTENTION WILL BE APPRECIATED.

Yours very truly,

MAIN STREET GARAGE
JOHN E. CONROY, Manager

121

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r letter of
Company's
No. 492 G
D. Kern, which
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Springs
Contract #1524.

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ending against
protected by
r in connec-
tion by United
ch G. B. Eckles
r Building,
Portland.

It is my suggestion that you present your claim to the agent of the bonding company; also that you file notice of your claim with the Secretary of State in conformance with the provisions of Chapter 290, Oregon Laws, 1931, a mimeographed copy of which is enclosed. In accordance with our usual practice we are today notifying the bonding company that your claim has been filed in this office. I am returning your checks herewith.

Very truly yours,

Secretary

HSC:AJ

#1524

[illegible]

June 18, 1954

Dairymens Bank
Redmond
Oregon

Gentlemen:

This acknowledges receipt of your letter of June 15 enclosing Interstate Construction Company's checks Nos. 471 C in the sum of $49.45, and No. 492 C in the sum of $54.55, both in favor of J. D. Kern, which checks we understand were given by the Interstate Construction Company as compensation for services rendered in connection with its contract for the grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County, State Highway Contract #1524.

The State Highway Commission is withholding further payments to the Interstate Construction Company in connection with the above-mentioned contract; however, this Commission is not paying claims outstanding against the work. Claims against this project are protected by the surety bond furnished by the contractor in connection with this project. This bond was written by United States Fidelity & Guaranty Company for which G. B. Eckles is local manager with offices in the Porter Building, Portland.

It is my suggestion that you present your claim to the agent of the bonding company; also that you file notice of your claim with the Secretary of State in conformance with the provisions of Chapter 280, Oregon Laws, 1951, a mimeographed copy of which is enclosed. In accordance with our usual practice we are today notifying the bonding company that your claim has been filed in this office. I am returning your checks herewith.

Very truly yours,

Secretary

HBG:AJ

June 18, 1934

U. S. Fidelity & Guaranty Company
c/o G. B. Eckles, Manager
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received a communication from the Dairymen's Bank, Redmond, to the effect that they are holding for collection two checks, Nos. 471 C and 492 C, in the sums of $49.43 and $54.55 respectively, both payable to the order of J. D. Kerr, representing labor performed by him in connection with the contract awarded to Interstate Construction Company for the grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

It appears that these checks were presented for payment, but were returned on account of insufficient funds.

This information is given you as you appear as surety on the contractor's bond in this instance.

Very truly yours,

Secretary

HBG:AJ

cc Interstate Construction Co.
677 N. Tillamook St.
Portland, Oregon

DAIRYMENS BANK

REDMOND, OREGON

June 15, 1934

State Highway Commission
Salem
Oregon

Gentlemen:

Information has come to us that you are holding out funds to take care of obligations of the Interstate Construction Company of Portland, Oregon.

We herewith inclose two checks which were cashed here by J. D, Kerr and were returned from the First National Bank of Portland because of insufficient funds. The amount of these checks in the aggregate is $103.98.

Anything you can do to help us realize what we have paid out on these checks will be greatly appreciated.

Very truly yours,

THE DAIRYMENS BANK
Henrietta Rice
Assistant Cashier

HR/1
Enc. 2

#1524

197-A

June 15, 1934

Mr. O. B. Eckles, Manager
U. S. Fidelity & Guaranty Co.
1208 Porter Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of June 14 relative to contract of Interstate Construction Company for the construction of the Agency-Deschutes River Section of the Warm Springs Highway, Contract No. 1524.

I am not in position to state definitely at this time whether or not a penalty will be imposed on the contractor for non-completion of the project within the specified time limit; however, indications are that the contractor will not be penalized.

This department has advice that there are a number of claims outstanding against this contract, some of which represent labor claims. On account of these claims our auditor has been notified to withhold further payments to Interstate Construction Company pending settlement of these claims.

Very truly yours,

Secretary

HBG:AJ

104 10m 4-6-34

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

June 14, 1934

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Sec'y.

Gentlemen:

Re: Contract #1524
Interstate Construction Co.
Agency-Deschutes River Sec.
of Warm Springs Highway -
Jefferson County, Oregon

I have for acknowledgment your letter of June 13 notifying us of your intention to make semi-final payment to the Interstate Construction Company under the contract above entitled.

Before indicating our willingness that this payment be made I would like to know whether or not it has been definitely determined at this time if a penalty will be exacted from the contractor in connection with this job because of non-completion within the contract period as set out in the specifications.

Will you kindly advise me what the situation is in that regard.

Yours very truly,

G B Eckles
Manager

GBE EC

#1525

197-A

June 14, 1934

O.-W. R. R. & N. Co.
Portland
Oregon

Attention of Mr. H. E. Ladow, Auditor

Gentlemen:

Reference is made to your File No. MM-2 D-1709 and your letter of June 11 regarding your demurrage charge of $2.00 against C. J. Montag, highway contractor.

C. J. Montag was awarded the contract by the State Highway Commission to construct three bridges on the Warm Springs Highway in Jefferson County, being State Highway Contract No. 1525.

In connection with this contract Mr. Montag was required to furnish the State with a surety bond for the protection of all just debts, dues and demands incurred against the project. Such bond was written by Aetna Casualty & Surety Company for which Bates, Lively & Pearson are agents with offices in the Yeon Building, Portland.

I would suggest that you take the matter up with the agents of the bonding company, and also suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is enclosed. We are assuming, of course, that your claim is in connection with this particular project.

In accordance with our usual practice we are today notifying the bonding company and Mr. Montag that your claim has been filed in this office.

Very truly yours,

Secretary

HBG:AJ

June 14, 1934

Bates, Lively & Pearson, Agents
Aetna Casualty & Surety Company
Yeon Building
Portland, Oregon

Gentlemen:

Attached hereto is copy of letter we have received from Union Pacific System (Oregon-Washington Railroad & Navigation Company) Portland, regarding its claim against C. J. Montag who has a contract with the State Highway Commission for the construction of three bridges on the Warm Springs Highway in Jefferson County; said claim being for $2.00 - representing demurrage charge on car.

This information is given you as you appear as surety on the bond's contractor in connection with the above-described project.

Very truly yours,

Secretary

AJ

cc C. J. Montag
Worcester Building
Portland, Oregon

JECT:

Standard
Form 260

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

H. N. LADOW, AUDITOR
J. W. WHITE, AUDITOR OF FREIGHT ACCOUNTS.

IN YOUR REPLY PLEASE REFER TO
NO. MM-2-D-1709

PORTLAND, OREGON June 11, 1934

Mr. R.H. Baldock,
Oregon State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are outstanding in our accounts an amount of $8,00 representing a demurrage charge which accrued on car SP-88503 received at Madras, Oregon, from Gold Hill, Oregon April 27, 1934:

The car was consigned and delivered to Mr. C. J. Montag, who I understand has a bridge contract with the Oregon State Highway. Our agent has been unsuccessful in collecting this charge and if it is true that Mr. Montag has a contract with the State Highway Department, I am wondering if we could not call upon you to assist us in securing the above amount from Mr. Montag.

I am attaching copy of a bill and your assistance in collecting this charge will be appreciated.

Yours truly,
H N LaDow
OJC

#1525

2

Form 803

UNION PACIFIC SYSTEM

Standard

COURTESY, SAFETY AND RELIABLE SERVICE

COPY OF FREIGHT BILL

Madras, Oregon Station May 5 34 193

Consignee C J Montag Freight Bill No. D2

Destination Madras, Oregon Route SP Portland OW (POINT OF ORIGIN TO DESTINATION)

To **Oregon-Washington Railroad & Navigation Company,** *Dr., For Charges on Articles Transported:*

WAYBILLED FROM Gold Hill Oregon	WAYBILL DATE AND NO. 4 27 SP 7	FULL NAME OF SHIPPER B C C CO	CAR INITIALS AND NO. SP [illegible]
POINT AND DATE OF SHIPMENT	CONNECTING LINE REFERENCE	PREVIOUS WAYBILL REFERENCES	ORIGINAL CAR INITIALS AND NO.

NUMBER OF PACKAGES, ARTICLES AND MARKS	WEIGHT	RATE	FREIGHT	ADVANCES	TOTAL
Car arrived May first and notified may 1st car spotted for 7Am May 2nd Free time May 2nd and 3rd charge one day May 4th demurrage COPY car empty 9AM May 4th					$2.00
TOTAL PREPAID $				TOTAL	

SUBJECT TO DEMURRAGE OR STORAGE CHARGES, OR BOTH, AS PROVIDED IN TARIFFS

Make Checks Payable to the Company

---

the State Highway Commission [illegible] Deschutes River Section of the Warm Springs Highway in Jefferson County.

This information is given you as you appear as surety on the contractor's bond in connection with the above-described project.

Very truly yours,

Secretary

MEC:AJ

cc Interstate Construction Co.
677 N. Tillamook
Portland, Oregon

#1524
197-A

June 14, 1934

Mr. G. D. Eckles, Manager
U. S. Fidelity & Guaranty Company
Porter Building
Portland, Oregon

Dear Sir:

Attached hereto is copy of letter from General Grocery Company, Portland, regarding its claim against the Interstate Construction Co. arising out of its contract with the State Highway Commission for the grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

This information is given you as you appear as surety on the contractor's bond in connection with the above-described project.

Very truly yours,

Secretary

HBG:AJ

cc Interstate Construction Co.
677 N. Tillamook
Portland, Oregon

June 14, 1934

General Grocery Company
8 S. W. First Avenue
Portland, Oregon

Gentlemen:

Replying to your inquiry of June 13, I have to advise that state highway contract with the Interstate Construction Company for the grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County was completed on May 24, 1934, and was accepted by the State Highway Commission on June 6, 1934. Final payment, however, has not yet been made to the contractor.

In connection with this project the Interstate Construction Company was required to furnish the state with a surety bond for the protection of labor and material claims, and all just debts, dues and demands incurred against the project; such bond was written by U. S. Fidelity & Guaranty Company, S. B. Eckles, Manager, 1208 Porter Building, Portland.

Very truly yours,

Secretary

HBG:AJ

June 14, 1934

Mr. Glaisyer:

In re contract No. 1524 - Interstate Construction Company -

Total amount paid to date is $39,764.47 - Retained percentage is $1,321.45

Semi-final Est. #7 in amount $2,959.45 will be paid June 25, 1934.
The amount of the semifinal is not included in the above paid to date.

The contract was completed on May 24, 1934 and was accepted on June 6, 1934
I think.

J. McFarland.

#1524
Jefferson Co

GENERAL GROCERY COMPANY INC
MANUFACTURING
WHOLESALE GROCERS
8 TO 28 S. W. FIRST AVENUE
PORTLAND, OREGON

June 13,1934

State Highway Engineer,
Salem,
Oregon.

Dear Sirs:

We have an account that is very much pastdue with the Interstate Construction Co. of Portland, Ore. This account was for merchandise furnished on a state job on the Warm Springs Agency Highway, Deschutes River section Will you be kind enough to advise us the present status of this contract and if final payment has yet been made on same?

Thanking you for your courtesy, we remain

Yours very truly,

Credit Dept.

FAD

Jm
what is status

#15-4
197 A

June 14, 1934

Central Oregon Motor Company
Bend
Oregon

Gentlemen:

We acknowledge receipt of your letter of June 12 advising that you are holding two checks issued by the Interstate Construction Company in payment of labor in connection with their contract with the State Highway Commission for the construction of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

In connection with this contract, the Interstate Construction Company was required to furnish the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by United States Fidelity & Guaranty Company, G. B. Eckles, agent, Porter Building, Portland. I would suggest that you present your claim to the agent of the bonding company.

In accordance with our usual practice we are today calling this matter to the attention of the contractors and are advising that final payment in connection with this project will not be paid until the claims are adjusted.

Very truly yours,

Secretary

HBG:AJ

June 14, 1934

United States Fidelity & Guaranty Company
c/o G. B. Eckles, Manager
Porter Building
Portland, Oregon

Gentlemen:

Attached is copy of letter which we have just received from Central Oregon Motor Company at Bend regarding some labor claims against the Interstate Construction Company arising out of its contract with the State Highway Commission for the grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

This information is given you as you appear as surety on the bond furnished by the Interstate Construction Company in connection with this job.

We have instructed the auditor to hold up the final payment to the contractor pending satisfactory adjustment of claims outstanding against this work.

Very truly yours,

Secretary

HBG:AJ

cc Interstate Construction Co.
677 N. Tillamook St.
Portland, Oregon

CENTRAL OREGON MOTOR COMPANY
J. L. VAN HUFFEL

DODGE AND PLYMOUTH DEALERS

Phone 240
BEND, OREGON

June 12, 1934

State HighWay Dept.,
Salem, Ore.

Gentlemen:

We are holding two checks issued by the Interstate Construction Co for labor, as follows:

May 20th, Check #3246 Payable to Robert
Wardlow amount---------------------$14.70
Protest fee 1.21
15.91

May 26th Check #3247 Payable to Robert
Wardlow amount-------------------- 42.90

It is our understanding that these checks were given in payment of Labor on the new Mecca Bridge, and we have been informed by the Highway office here that the State is just about to accept this work from the contractors. We would appreciate if you would let us know just how to proceed so as to collect on these checks.

Yours very truly,

CENTRAL OREGON MOTOR CO.,

J L Van Huffel

Form 5-S-1 14799 1500 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 13, 1934.

Mr. Leslie M. Scott
Chairman
State Highway Commission
Yeon Building,
Portland, Oregon.

Dear Mr. Scott:

In response to a recent request from Mr. Baldock, I am submitting herewith certain pertinent data in reference to the Deschutes River Bridge on the Warm Springs Highway in Jefferson County. These data are as follows:

The structure consists of a series of six 70 foot steel beam spans supported by concrete piers, and carrying a concrete deck. The roadway width is 24 feet, and the total length of the structure is 421 feet.

Contract for this bridge was let October 25, 1933, to C. J. Montag in the amount of $40,255.00. The following quantities of materials were used in its construction:

Structural steel	330,000 pounds
Reinforcing steel	77,000 pounds
Concrete	510 cu.yds
Excavation	300 cu.yds

In the construction of this bridge 4,498 sacks of cement were used, and the total length of the reinforcing steel employed, if placed end to end would measure 67,056 lineal feet or 12-3/4 miles. The steel beams employed were 33 inches high and weighed 141 pounds per lineal foot. These are the latest heavy type beams developed by the American steel rolling mills.

The design of this bridge embodies one principle which has not to our knowledge been tried outside of this state. I refer to the employment of "Z" bars riveted on top of the steel beams and extending up into the concrete deck in such manner as to anchor the steel and concrete together and make them act as one structural unit.

You will recall that this department conducted some tests in cooperation with the Oregon State College Engineering Laboratories covering the behavior under load of composite beams composed of timber and concrete. The results of our experimentation were so successful that we extended this principle to the design of steel beam bridges supporting concrete deck. We are now employing two types of composite beam designs, to-wit: (a) composite timber and concrete for spans up to 30 or perhaps even as high as 40 feet; and (b) composite steel and concrete beams which can be run as high as 100 feet in span length, perhaps up to 125 feet although relative economy diminishes rapidly as these upper span limits are approached.

The advantages of the composite type are obvious. Any simple beam under the action of vertical loads is subjected to a group of stress conditions which we designate by the term flexural stress. Flexural stress in reality is a combination of three separate stress conditions, to-wit: linear compression in the upper flanges, a linear tension in the lower flanges, and a horizontal shear throughout the web regions. The axial or linear flange stresses (compression at the top and tension at the bottom) are a maximum at the outer edges and diminish to zero at the neutral axis which lies in the web of the beam. The horizontal shear on the other hand is a maximum at the neutral axis and diminishes from the center toward the edges in approximately the ratio of parabola ordinates.

In the design of the ordinary steel beam bridge, the upper flange compression would have to be taken by the flanges of the steel beam itself, the concrete roadway deck being no part of the flexural member. By utilizing the composite principle, we tie the steel flange into the concrete roadway deck so that the flange compression is taken by the concrete rather than the steel, and the horizontal shear taken by the "L" bars or lugs riveted to the top of the steel beam flange. In this way the neutral axis is shifted upward, with the result that the beams are stronger and much stiffer. The result is a distinct economy in materials.

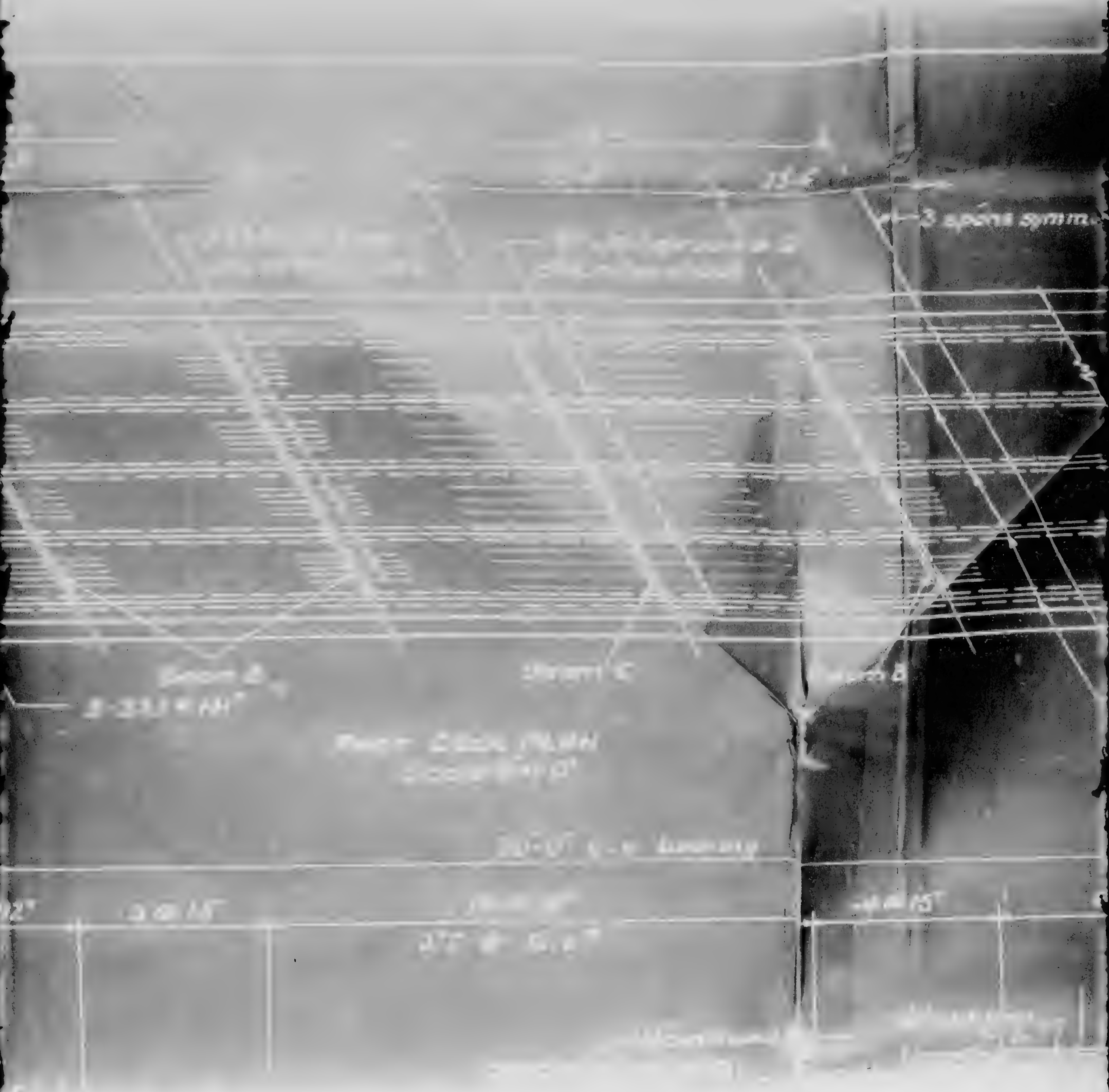
I trust that the above information will be sufficient for your purpose.

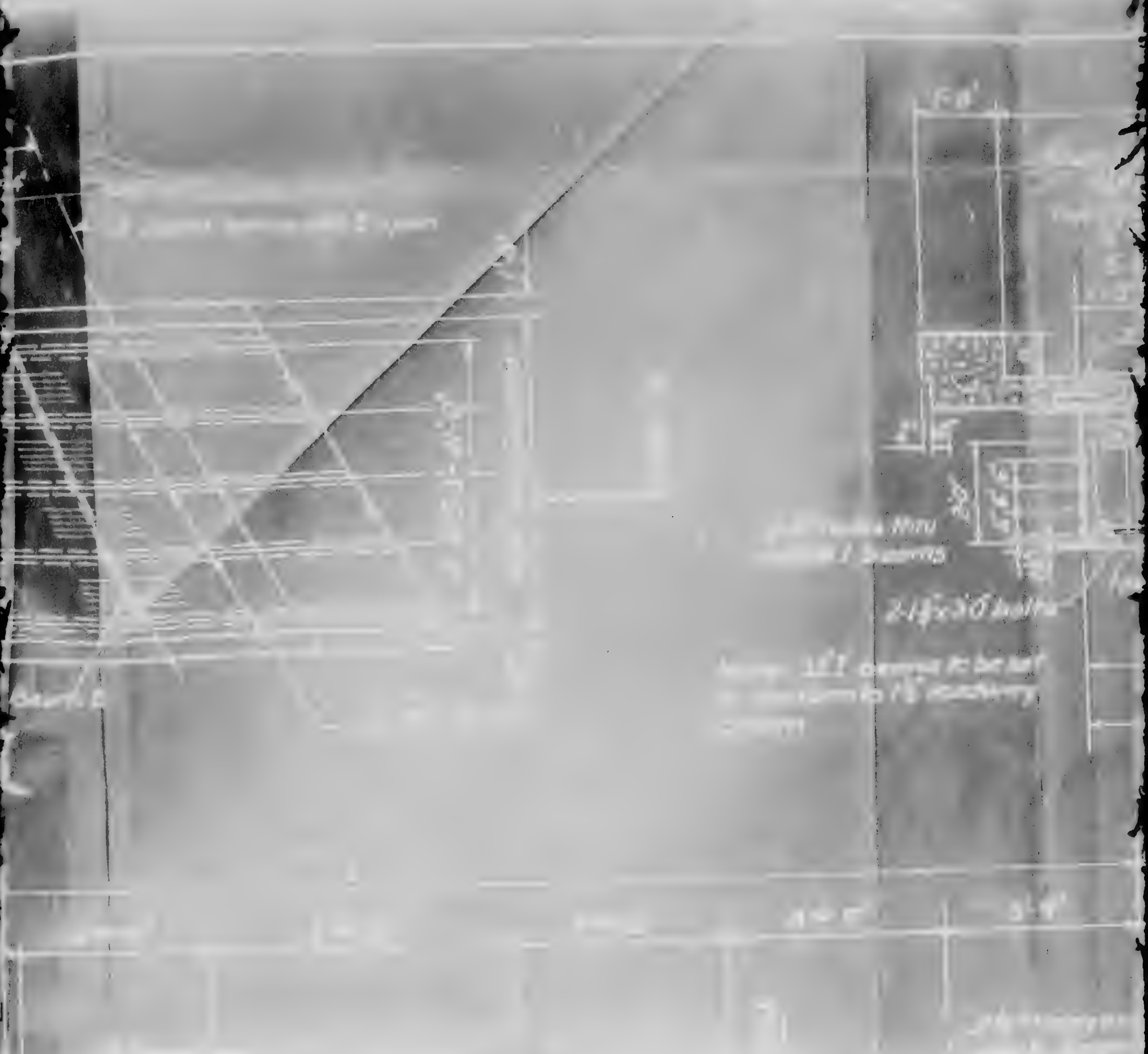
Very truly yours,

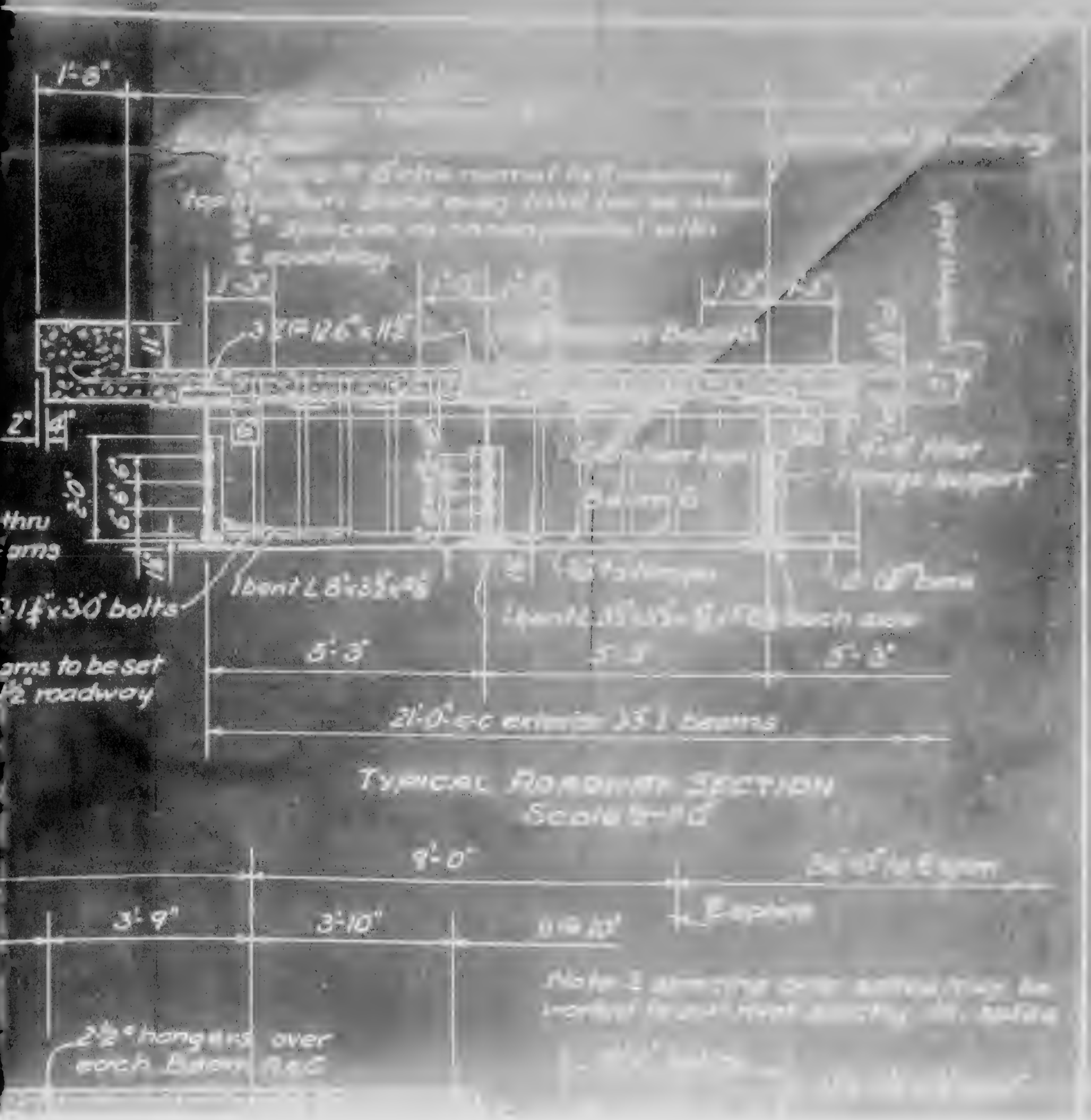
C. B. McCullough
Assistant State Highway Engineer

P. S. I am enclosing a blue print of our drawing 4999 on which I have indicated in red the lug angles riveted to the upper steel beam flange which we used to tie the two materials together into one composite whole.

c.c. b
5-3
6'-6 1/2"
3


15'-6"
3 spans symm.
Beam B
Beam C
Beam B
Deck PLAN


2-1⅛"x3'0" bolts



TYPICAL ROADWAY SECTION
Scale ½"=1'-0"

28'-6"
33'-0" to ℄ bearing
26'-0" to ℄ spring
7 @ 18"
12 @ 12.6"
Continuous

70'-0"
11'
332

Piers 2-1-5 & 6

197-A

June 12, 1934

Interstate Construction Co.
677 North Tillamook St.
Portland, Oregon

Attention of Mr. L. Marks

Gentlemen:

Reply is made to your letter of June 11 requesting the name of the surety on C. J. Montag's bridge contract awarded on October 25, 1933.

The contract to which you refer is State Highway Contract No. 1525 for the construction of three bridges, one being over the Deschutes River, and two over Shitike Creek on the Warm Springs Highway in Jefferson County. The bond was written by Aetna Casualty & Surety Company; its local representatives are Bates, Lively & Pearson, Yeon Building, Portland, Oregon.

Very truly yours,

Secretary

HBG:AJ

INTERSTATE CONSTRUCTION CO.
GENERAL CONTRACTORS
617 North Tillamook St.
[illegible]
PORTLAND, OREGON

June 11th, 1924.

State Highway Department.
Salem, Oregon.

Gentlemen:-

Will you please advise us the name and local address of the bonding company who are sureties on C. J. Montag's bridge let to him October [illegible], [illegible].

Yours very truly,

INTERSTATE CONSTRUCTION CO.

By

E.M./

#1524

197-A

June 11, 1934

Interstate Construction Co.
677 N. Tillamook St.
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have received from First National Bank, Madras, stating that they are holding for collection for clients of theirs checks on you in the sum of $125.45, representing labor performed in connection with your contract with the State Highway Commission for the construction of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

We will appreciate it if you will take up these checks so it will not be necessary to make deductions from your estimates. Your early attention will be appreciated.

Wish also to call your attention to the fact that we have been informed by Division Engineer to the effect that he has received numerous complaints regarding unpaid bills against this project. In view of this we are today instructing our Auditor to withhold payment to you in connection with this work until satisfactory settlement has been made of such outstanding claims.

[illegible] please do. ABS

Noted [illegible] 6/14/34

Very truly yours,

Secretary

HEG:AJ

cc U. S. Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

NOTED JUN 14 '34
CARL F. SMITH
[illegible]

June 11, 1934

First National Bank
Madras
Oregon

Attention of Mr. K. S. Miller, Asst. Cashier

Gentlemen:

We have your letter of June 5 advising that you have for collection for clients of yours checks on the Interstate Construction Company in the amount of $125.45, representing labor on the recently completed contract for the construction of the Madras-Bear Springs Cut-off in Jefferson County.

We are today calling this matter to the attention of the contractors and advising them that we will not make final settlement under their contract until they have taken care of these labor claims.

Very truly yours,

Secretary

HBG:AJ

2

Nº 11691

FIRST NATIONAL BANK

MEMBER FEDERAL RESERVE SYSTEM

OFFICERS AND DIRECTORS:
NOAH VIBBERT, PRESIDENT HOWARD W TURNER, VICE PRES. AND CASHIER
W R COOK, DIRECTOR N.J LAMBERT, DIRECTOR
J E CHESNUT, DIRECTOR

MADRAS, OREGON

June 5,1934.

State Highway Commission,
State of Oregon,
Salem,Oregon.

Gentlemen:

We are holding for collection for clients of ours checks on the Interstate Construction Co. in the amount of $125.45. These checks represent labor on the recently completed contract on the Madras-Bear Springs cut-off in Jefferson County.

We are advised to call this to your attention as it is our understanding that bonds are posted with the Commission guaranteeing the payment of labor before the State will make final settlement after completion of the contract.

These checks have been returned to us several times by the First National Bank of Portland for lack of funds and we are today forwarding them to the bank again to hold for collection.

We hope that you will be able to give us some advice or assistance in this matter.

Yours very truly,

Asst.Cashier.

Form 236—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 2, 1934

Section Agency-Deschutes River

Kind of work Grading

Highway Warm Springs

Section prefix 16 PC 197A

Contractor Interstate Construction Co.

Contract number 1524

Date of contract October 25, 1933

Date of completion May 25, 1934

Date work started November 2, 1933

Estimated date of completion Completed, 193

Amount of contract $44,340.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $44,045.28

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $1750.00, 3.9 %

Date project was completed May 25, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final Estimate will be turned over to the Division Engineer today. The final profile is not completed because the permanent points on the line are not estabilished as yet. It will be complete as soon as this work is done.

RECEIVED
JUN 4 - 1934
OFFICE OF
CONSTRUCTION ENGINEER

Signed [illegible] Cooper

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1524

177-a

May 28, 1934

Mr. H. E. Massey
General Merchandise
Warm Springs, Oregon

Dear Sir:

This acknowledges receipt of your letter of May 25 advising us of your claim against Interstate Construction Company, same being in the sum of $7.80 for 52 fence posts furnished that company in connection with its contract with the State Highway Commission for the grading of the Agency-Deschutes River of the Warm Springs Highway in Jefferson County — Contract No. 1524.

I am sure that the Interstate Construction Company has no intention of refusing your claim. I would suggest that you write them concerning it. If you have difficulties in securing payment, then you still have action against their bond which was written by U. S. Fidelity & Guaranty Company for which Mr. G. O. Price is local agent with offices in the Porter Building, Portland.

Would suggest that you file claim with the Secretary of State and the bonding company in conformity with the provisions of Chapter 280, Oregon Laws, 1931, a mimeographed copy of which is enclosed.

According to our usual practice, we are notifying the bonding company of the existence of your claim.

Very truly yours,

Secretary

HBG:AJ

May 28, 1934

U. S. Fidelity & Guaranty Company
c/o C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

The following letter was received from H. E. Massey, General Merchandise, Warm Springs, Oregon, relative to his claim against Interstate Construction Co. in connection with its contract with the State Highway Commission for the grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County:

"Inclosed you will find a bill against the Interstate Contract Co. for fence posts which they used on their job for fencing their gravel pit which was in accordance with their contract. Some time has elapsed since I signed their requisition and gave them their bill but up to date they have not paid their bill.

"The above is in reference to their state highway contract at Warm Springs, Oregon.

The bill lists 52 fence posts at fifteen cents each, $7.80.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours,

Secretary

[redacted]AJ

cc Interstate Construction Co.
677 N. Tillamook St.
Portland, Oregon

H. E. MASSEY
General Merchandise
WARM SPRINGS, OREGON

May 25-34

State Highway Comm
Salem Ore

Gentlemen:-

Inclosed you will find a bill against the Interstate Contract Co for fence posts which they used on their job for fencing their Gravel Pitt which was in accordance with their Contract. Some time has elapsed since I signed thier Requisition and gave them thier bill but up to date they have not paid their bill.

The above is in reference to their State Highway Contract at Warm Springs Ore

Yours Truly
H. E. Massey

POST OFFICE BUILDING
PORTLAND, OREG.

ment
ject.

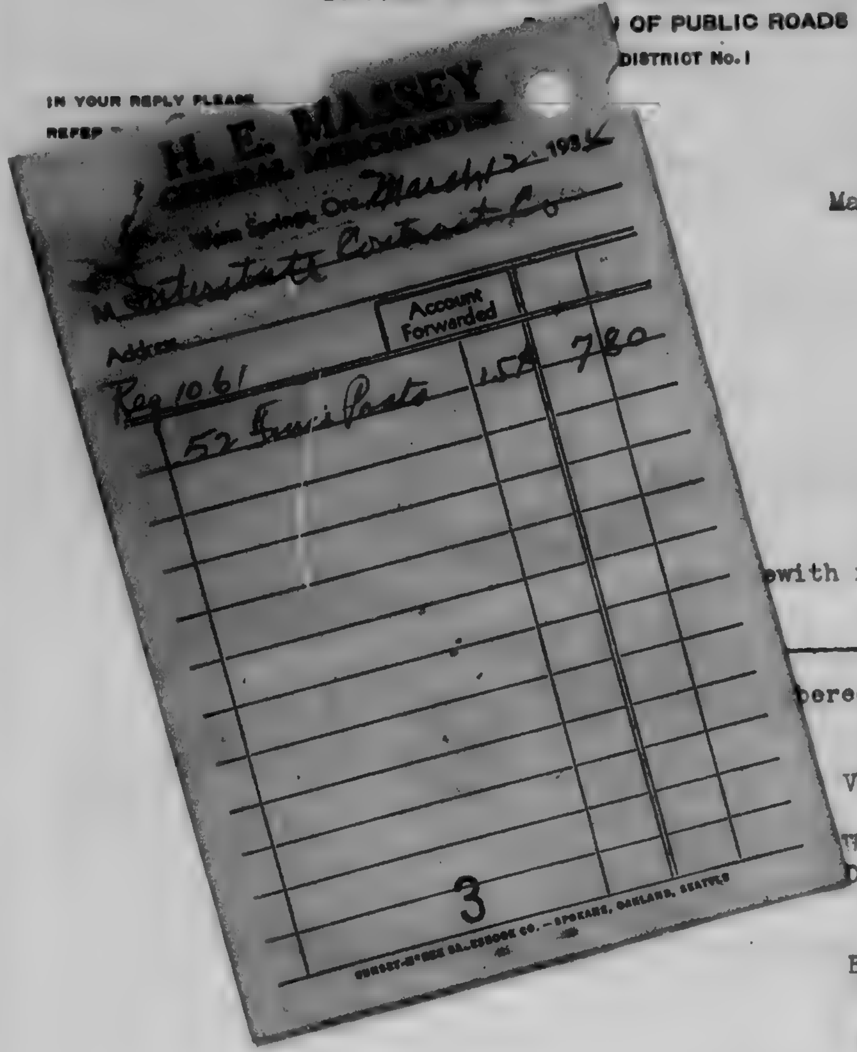
STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER

POST OFFICE BUILDING
PORTLAND, OREG.

May 24, 1934



H. E. MASSEY
GENERAL MERCHANDISE
Warm Springs, Ore. March 12 1934
M Interstate Contract Co
Address
Account Forwarded
Req 1061
52 Fir Posts 15¢ 7 80

3

SPOKANE, OAKLAND, SEATTLE

ewith for your files an

______ project agreement

bered [illegible] project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

Jwn

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRFLH 2-A

May 24, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~[illegible]~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Jwn

Apr 19360

Form P. R. 2

State Oregon

U. S. Public Works

Project No. [illegible] 2, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—6518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of March, 1934

by and between the Oregon State Highway Commission

constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; including particularly the Amendatory Act of June 24, 1930, (46 Stat. 805), and the National Industrial Recovery Act (Public No.67, 73rd Congress), approved June 16, 1933.

Whereas the Highway Department of said State submitted on the 18th day of February, 1931, a project statement, which was approved by the Secretary on the 20th day of March, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 10th day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-one thousand, seven hundred fifty-nine and 79/100 dollars ($61,759.79) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State an amount sufficient to cover the cost of construction not otherwise provided from Chapter 175, Laws of 1917, Chapter 31, Laws of 1920, and Chapter 248, Laws of 1931.
(Include amount, date, and citation of act of legislature by which authorized)

(b) From other sources Funds to the extent of $61,759.79, will be made available from the appropriations made by Acts of December 20, 1930, (Public No. 550, 71st Congress); July 21, 1932, (Public No. 302, 72nd Congress); and June 16, 1933, (Public No. 67 73rd Congress).
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1631+20 at the east boundary of the Warm Springs Indian Reservation in the Deschutes River in Sec. 30, T. 9 S., R. 13 E., W.M., and survey station 1546+00 in Sec. 26, T. 9 S., R. 12 E., W.M., at the Warm Springs Agency.

, length 1.727 miles, in Jefferson County, being Section A of Oregon Fed.Lands Highway U. S. Public Works / project No. ERFLH 2, consisting of 1.675 miles of roadway and 3 bridges, each of more than 20 feet clear span, .052 of a mile in length, known locally as the Agency-Deschutes River section of the Warm Springs Highway, between a point on the Federal Aid Road at Madras and a point on the Federal Aid Road near Bear Springs.

5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is hereby mutually agreed that no payment of Federal funds will be made under this agreement unless and until the right-of-way for its location across Indian Reservation lands has been obtained from the Department of the Interior.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixty-one thousand, seven hundred fifty-nine and 79/100 dollars ($61,759.79), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-one thousand, nine hundred seventy-nine and 79/100 dollars ($61,979.79), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927, and Chapter 248, Laws of 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By C. Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U. S. Public Works Federal Lands Highway** Project No. **NRFLH 9-A,** State of **Oregon**

SECOND. That in accordance with said provisions I have approved the sum of $ **61,879.79** as the total estimated cost of said project, and the sum of $ **61,759.79** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 15 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4039

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

F1H-5-a

May 19, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

In regard to right of way on the Deschutes River-Agency Plains Section.

Please have rights of way descriptions written for 150 ft. width in accordance with memorandum from Bureau of Public Roads. This is applicable to all other projects to be constructed after January, 1934, and county courts should be advised to secure this additional width. Please check over your Klamath Falls-Weed and Bend-Redmond, and other projects to arrange for the additional width.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

FORM 2-0-1 12022 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

12-a

May 8, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention ~~Mr.~~ H. G. Smith

Dear Sir:

During the construction of the Agency-Deschutes River Section of the Warm Springs Highway we ordered the contractor to place rip rap at specified places. This was done but the job, as they performed it, consisted mostly of just dumping the large rock at these places with a small amount of hand work. The job did not meet our specifications but after the work had been done there was a big flood in the creek which did not seem to affect the fill and it was agreed that we would make a Price Agreement covering this work and not require them to do the work over.

An Agreement covering this work is attached hereto for your approval. The price for rip rap was $2.00 per cubic yard.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl.

Form [illegible]

ORE[illegible] STATE HIGHWAY COMMISSION

[illegible]

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 5, 1934

Section Agency-Deschutes River

Kind of work Grading

Highway Warm Springs

Section prefix 16 PC

Contractor Interstate Construction Co.

Contract number 1524

Date of contract October 25, 1933

Date of completion July 31, 1934

Date work started November 2, 1933

Estimated date of completion May 31, 1934

Amount of contract $44,340.50

Per cent of time elapsed 69%

Estimated cost of completed project, exclusive of engineering $44,340.50

Per cent of contract completed, based on total contract price 98%

Engineering costs to date, $1525.00, 3.4%

Date project was completed ...., 193...

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor all week on finishing on east unit. Hauling borrow from pits obtained from property owners adjacent to the road and using same for finishing material. He is being paid for the borrow at the contract price of Common Excavation with the contract price for haul.

The contractor has the job practically completed except for the placing of borrow on the rough grade.

Fossen and Deardorff, engineering crew, on this job 3 days this week.

R VED
MAY - 1934

Signed Forrest Cooper

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.41	1.69			
Miles partially completed	.72				
Miles completed	1.69	1.69			
Total estimated quantities	86,500	3600			
Estimated quantities moved or placed to date	82,200	3486			
Average daily quantities	428				
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	10				

Percentages of men employed on contract to be secured from: Bend Employment Office.

County, %; County, %; County, %; County, %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	7					3	10
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders, Rollers, Mixers, Crushing or screening plants,
Compressors 1, Bull dozers 1, Sheet-foot rollers Trucks 2, ,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	"		
Wednesday	Rain		
Thursday	Cloudy		
Friday	Windy		
Saturday	Cloudy		

1000 1-34
COTT, CHAIRMAN, PORTLAND
ASHBURNE, EUGENE
ICH, PENDLETON
RSYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

April 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Attached is a bill and voucher covering royalty on 19,480 cubic yards of gravel taken from the Johnny Quinn allottment and used on the Warm Springs project, contract No. 1524.

This purchase was authorized in your letter of December 26, at which time we anticipated the royalty would be 1¢ per cubic yard but after discussing the matter farther with Mr. Boyd the price of ½ ¢ per cubic yard was secured.

We are calling this to your attention as we are not certain the bill is in proper form as a confirmation purchase order may be necessary.

Yours very truly

K. D. Lytle
Division Engineer

By
W. O. Widdows

wow/c
encl.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. USPW
Proj. NRS 197-A

April 5, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered [illegible] project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Mailed

encl.

Fxpr- 18301

Form P. R. 2
State Oregon
U. S. Public Works Project No. NRS 197, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—6518

encl.

3TT

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 5th day of March, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 31st day of July, 1933, a project statement, which was approved by the Secretary on the 22nd day of September, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 10th day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-five thousand, four hundred twenty-seven and 94/100 dollars ($35,427.94) as the share of the United States payable under said act on account of Section A of said project, which ~~[illegible]~~ is/the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

wow/c
encl.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 622+25 in the north 1/2 of Sec. 31, T. 9 S., R. 13 E., W.M., and survey station 1637+30, the Warm Springs Indian Reservation Line in the Deschutes River, in the N.W. 1/4 of Sec. 30, T. 9 S., R. 13 E., W.M.,

, length 0.758 of miles/in Jefferson County, being Section A of Oregon U.S. Public Works project No. NRS 197, consisting of 0.716 miles of roadway and a portion of a / bridges, / ~~each~~ of more than 20 feet clear span, 0.042 of a mile in length., known locally as the Agency - Deschutes River Section of the Warm Springs Highway, between the Federal aid road at Madras and the Federal aid road near Bear Springs.

8—5518

wow/c
encl.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

W. C. Widdows

wcw/c
encl.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of thirty-five thousand, four hundred twenty-seven and 94/100 dollars ($35,427.94), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~)~~, the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

encl.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27 day of March, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture ~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By
Chief, Bureau of Public Roads.

W. O. Widdows

wow/c
encl.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRS 197-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 35,427.94 as the total estimated cost of said project, and the sum of $ 35,427.94 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 27 day of March one thousand nine hundred and thirty-four

Secretary of Agriculture
~~[illegible]~~

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4839

W. O. Widdows

wow/c
encl.

H-S-C-1 15052 1500 1-34
COMMISSIONERS
LIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

#-
11-2

March 24, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

In answer to your letter of March 22, we are enclosing herewith a haul diagram showing the pits to be used on the topping of the He He Butte-Deschutes River Section of the Warm Springs Highway. As the Bear Springs-He He Butte Section profile is in the U. S. B. P. R. office in Portland we are unable to furnish the information on this ten mile section.

The 2200 cubic yards per mile was near the Deschutes River on the flat where borrow embankment materials were necessary and it was proposed to borrow gravel which cut down the topping required. This section has been constructed and the above plan followed.

From the Agency to the top of the hill at Miller Flat the topping was estimated 6 inches deep. This section is rocky and gravelly and 6 inches should suffice. Across Miller Flat to He He Butte the topping was estimated at 12 inches deep. This flat is covered with scattering float rock and dobie soil and becomes impassable during the winter months so it was thought advisable to use 12 inch topping on this section.

The gravel pits shown have not been thoroughly tested to determine if sufficient suitable material is available, though outcroppings are apparent at all pit sites designated. A saving may be made on the haul quantities as estimated, as the economical haul split is not as shown on the chart in several instances.

Yours very truly
K. D. Lytle
Division Engineer

By
W. O. Widdows

wow/c
encl.

FORM 6 A-1 11836 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE

14-2a

OREGON STATE HIGHWAY COMMISSION
SALEM

February 28, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

Reference is made to yours of February 12th and February 24th relative to the set up and over run on the Agency-Deschutes River Section of the Warm Springs Highway. As stated in our telegram yesterday the additional authorization of $1800.00 has been approved.

It will not be possible to charge 90% clearing to the west side as it is necessary that we stay within the estimated amount approved by the Bureau. This estimate was prorated to the east and west side on area and cannot be changed.

If at all possible to do so the final estimate must stay within the estimated amount set up plus the additional authorization.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRFLH 2-A

Feb.19, 1934.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith two copies of proposed project agreement, for signature and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications, for both roadway and bridges.

The linen tracings submitted by you, and as signed by the Superintendent of the Reservation, have been forwarded to Washington. It is possible that the necessary rights-of-way have been granted, but we have not been so advised. The agreement, accordingly, contains a special clause in Article III, stipulating that no payment of Federal funds will be made until the rights-of-way have been obtained from the Department of the Interior.

The blue-prints bearing the certificate of the Superintendent of the Warm Springs Reservation as to the status of ownership of lands traversed by the project have been examined. They bear no date and are accordingly of little value. We have been requested to secure from you a statement from the Superintendent that the land status as of October 10, 1933, the date on which we recommended approval of the P.S. and E., was the same as indicated on the blueprints.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

Encls.

FORM 5-C-1 12052 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

[illegible] 2-a

February 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

The financial set up for the Agency-Deschutes Section of the Warm Springs Highway is divided into two parts. The amount set up for the work on the east side of the river, NRS-197A, is $11,507.07 and the amount set up for the west side, FLH-2A, is $37,267.48. The total of the two is $48,774.55. In a preliminary estimate the heavy cuts on the east side of the river were balanced using a ½ to 1 slope with a swell of 25%. Since the County has opened up some work in this vicinity, it now appears that this material will not stand on a ½ to 1 slope and that we cannot expect to get more than an even break on the shrinkage. The amount set up will enable us to take the slopes in the cuts back to a 3/4 to 1 slope but it is my opinion that these should be taken out to a 1 to 1 slope. We have made a slight change in alignment consisting of shoving the line out of the hill two feet but any more change will increase the fills so that no more benefit can be derived by line changes.

In our computations of the money involved we have planned to charge 90% of all clearing to the west side of the river, which percentage is based on the actual amount of work involved in the clearing. Fully 90% or more of the work was on the west side of the river. It will require, in addition to the juggling of this clearing charge, $1100. to take the slopes on the east side of the river out to a 1 to 1 slope instead of a 3/4 to 1. The total amount of the job will not exceed the total amount set up but our trouble lies in splitting up this job into two parts according to the amounts set up by your office.

I would be pleased to have you advise what you want to do in respect to this matter, also relative to our plan regarding the charging of the clearing.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
CC to
S. H. Probert

Portland 104 5m 10-19-33

#1524

3p-2a

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1206 PORTER BUILDING
PORTLAND, OREGON

Feb. 9th, 1934

Oregon State Highway Commission,
Salem, Oregon.

ATTN: Mr. H. B. Glaisyer, Sec'y.

Dear Mr. Glaisyer:

IN RE: 58009-12-950-33 - Interstate Construction Company.

The above captioned bond covers a contract for the grading of 2.41 miles on the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County, Oregon.

We are attaching our form inquiry blank which we ask you to kindly complete showing the present status of this construction work. Your cooperation will be greatly appreciated. Stamped and addressed envelope is enclosed for your convenience.

Very truly yours,

C. O. PRICE, Manager.

By

-FG
encl.

FORM 2-C-1 10000 1000 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

11 # 2

February 9, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

We recently forwarded Mr. Farmer the data on the Warm Springs Highway survey covering the section within the National Forest.

We are in receipt of a letter from Mr. Farmer today requesting the platted sections on the Beaver Creek route. I find that we do not have any platted section in this office or in Resident Engineer Cooper's office covering any part of the survey west of the Deschutes River. Will you kindly send Mr. Farmer the platted sections?

Yours very truly

K. D. Lytle
Division Engineer

By

W. O. Widdows

wow/c
CC to
Mr. H. D. Farmer

February 2, 1934.

Hon. J. M. King,
County Judge,
Jefferson County,
Madras, Ore.

Dear Sir:

With regard to the practicability of extending the Agency-Deschutes River Section of the Warm Springs Highway, (NRS 197-A) from Station 612 to Station 622+25 on account of your inability to finish the total amount which you had anticipated, we regret very much that it is impossible to do this for two reasons:

1st - There are no funds remaining in the Federal Secondary budget, in fact it will take considerable allotment of State funds or transferral from other funds to complete the projects already set up on Federal Secondary Highways, and therefore there are no funds available to extend this project.

2nd - The Federal regulations do not permit a project to be extended beyond its original limits and a new contract would have to be let, which is impractical for a small job of this size particularly since there is no money available.

I regret very much that this line will have a gap of 1000 ft. between two completed sections, but if you are unable to finish your portion it will have to remain in that shape until further funds are available.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

RGS /H

197-a

OREGON STATE HIGHWAY COMMISSION

January 23, 1934

Mr. E. B. Lytle
Highway Division Engineer
Bend, Oregon

Dear Sir:

In answer to your request of January 22nd, the amount set up for the grading of the section on the east side of the Deschutes River, Contract No. 1524, F. A. S. 197-A, is $11,307.07, which amount includes 10% for engineering and contingencies.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

A. E. Probert
Office Engineer

Dict. by E. Alvich/HR

M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

January 22, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. S. H. Probert

Dear Sir:

Will you give me the amount set up for the grading of the section on the east side of the Deschutes River, contract # 1524, NRS-197A.

Yours very truly

K D Lytle
K. D. Lytle
Division Engineer

kdl/c

Form [illegible]

RE STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending January 13,1934

Section Agency-Deschutes River Sec.

Kind of work Grading

Highway Warm Springs

Section prefix 16 PC 137-A

Contractor Interstate Construction Co.

Contract number 1524

Date of contract October 25th.1933

Date of completion July 31,1934

Date work started Nov.2,1933

Estimated date of completion May 31,1934

Amount of contract 44,340.50

Per cent of time elapsed 28 %

Estimated cost of completed project, exclusive of engineering $44,340.50

Per cent of contract completed, based on total contract price 55 %

Engineering costs to date, $ 520.00 1.15 %

Date project was completed ...., 193....

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor working all week on borrow on West side section. All excavation including channel changes complete on west side Deschutes river. Grading contractor constructed two temporary bridges across Shitike Creek and is making his fills complete except bridge ends. There remains about 5000 cubic yards of material yet to be moved on the west unit. Contractor has a crew sloping cuts this week. It appears that all rough grading will be complete on this unit next week. Survey crew consisting of A.A.Fossen,transitman and Jarvis Gould chainman on finishing stakes this week.

RECEIVED
JAN [illegible] 1934
OFFICE OF [illegible]

Forrest Cooper
Resident Engineer.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.41	1.89			
Miles partially completed	1.5	0			
Miles completed	0	0			
Total estimated quantities	86,000	3,600			
Estimated quantities moved or placed to date	53,000	0			
Average daily quantities	664	0			
Average daily quantities necessary to complete project on time	165	18			
Number shifts per day	3	0			
Hours per shift	7	0			
Average force on project for week	32	0			

Percentages of men employed on contract to be secured from: Bend Employment Office

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	27					5	32
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants ......,

Compressors ......, Bull dozers 1, Sheet-foot rollers ......, Trucks 4, Caterpillar 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Unsettled		
Friday	Fair		
Saturday	Light Rains	21	Crew had in 40 Hours for week.

FORM 2-C-1 11540 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

177-2

January 8, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

NOTED

This letter is in explanation of an Order for Extra Work, No. 2, and an Authority for Additional Expenditure, which are being submitted for the Agency-Deschutes River Grading Section, 16 PC.

Extremely high water in Shitike Creek caused by heavy rains and melting snow in the mountains on the 23 and 24 of December caused the creek to change its course at various points adjacent to our line and brought down large quantities of debris.

In order to protect our roadway from erosion it will now be necessary to place considerably more rep rap at points where the creek is now sweeping towards our line, than was originally necessary. In order to avoid future jeopardy to our roadway it will be necessary to remove the logs and other debris from the channel and to do some straightening and deepening of present channels.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

#1524

nrs 197-a

December 18, 1933

Swift & Company,
North Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of December 16th concerning the Interstate Construction Company.

Please be advised that the above firm have contract No. 1524 for the construction of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County. This contract consists of 2.41 miles of grading. The bond furnished in connection with the contract was written by the United States Fidelity & Guaranty Company for whom C. O. [illegible] who has offices in the Porter Building, Portland, is resident agent. The amount of the bond is $34,340.80. The completion date of the contract is July 31, 1934.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1524

Swift's Premium

Swift & Company

NORTH PORTLAND, OREGON

December 16, 1933

Oregon State Highway Commission,
Salem, Ore.

Gentlemen:

Re: Interstate Construction Co. Inc.,
Portland, Ore.
Warm Springs contract

We understand the above have a State contract for road building at Warm Springs; these people are desirous of getting credit from us for meat requirements. Would you kindly advise the size of this contract, how soon it is to be finished and whether or not a bonded job?

Thanking you for your usual prompt and courteous attention, we are

Yours respectfully,
SWIFT & COMPANY

TEO:AM
Credit Dept.

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

11 f - 2a

November 10, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

On October 13th, we wrote you in regard to a cattle pass on the Warm Springs Highway and enclosing a letter from Mr. V. S. Howard. To date we have had no reply and we are writing to ask if you had made any reply in regard to this matter.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

H. W. Libby
H.

CC to
R.H. Baldock ✓

November 9, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Deschutes River Section, Project No. 197-A.

In the estimate previously submitted, the item of "Excavation" for the Deschutes River bridge was shown as 215 cubic yards. This item is shown correctly in the agreement estimate as 160 cubic yards.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-197-A

DESCHUTES RIVER SECTION OF THE
WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate as basis for project agreement. Based on low bid.)

Salem, Oregon, November 3, 1933.

Grading (Contract No. [illegible])

All Required		Clearing and Grubbing		$ 835.48
2,200	cu. yds.	Common Excavation	$0.40	880.00
17,700	" "	Solid Rock Excavation	0.40	7,080.00
30,400	yd. sta.	Overhaul	0.02	608.00
5,000	yd. mi.	Truck Haul	0.16	800.00
90	lin. ft.	18" Culvert Pipe	1.75	157.50
50	cu. yds.	Riprap	2.00	100.00
			Sub-total	$10,460.98
			10% Engr. & Cont.	1,046.09
			Total	$11,507.07

East Portion of Deschutes River Bridge
(Sta. 1637+20 to Sta. 1639+40.92)

160	cu. yds.	Excavation	$10.00	$ 2,150.00
20	" "	" below plans	10.00	200.00
30	" "	Class "B" Concrete	27.00	810.00
105	" "	" "A" "	27.00	2,835.00
150	" "	" "D" "	25.00	3,750.00
38,000	lbs.	Metal Reinforcement	0.0475	1,805.00
186,000	lbs.	Structural Steel	0.05	9,300.00
445	lin. ft.	Composite Hand Rail	3.25	1,446.25
			Sub-total	$21,746.25
			10% Engr. & Cont.	2,174.62
			Total	$23,920.87

Length of Roadwork	.716 miles
" " 1 Bridge	.042 "
Total length	.758 "
Cost per mile	$16,071.32

National Recovery Secondary Highway Funds Requested:-

Roadway	$ 11,507.07
Bridge	23,920.87
	$ 35,427.94

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1929; Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

[illegible]

November 9, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Agency-Deschutes River Section, Project No. 2-A.

Two corrections have been made on this estimate as follows: the item of "Hauling Gravel Topping" was not shown in the previous estimate and the quantity for the item of "Excavation" for the Deschutes River Bridge is given correctly as 90 cubic yards.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Rush/HR

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. 2-A

AGENCY-DESCHUTES RIVER SECTION
OF THE WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, November 3, 193[illegible].

Grading (Contract 152A)

All Required		Clearing and Grubbing		$1,954.52
24,300	cu. yds.	Common Excavation	$0.40	9,720.00
24,700	" "	Solid Rock "	0.40	9,880.00
16,500	" "	Special Borrow	0.40	6,600.00
78,600	yd. sta.	Overhaul	0.02	1,572.00
7,000	yd. mi.	Truck Haul	0.16	1,120.00
110	lin. ft.	18" Culvert Pipe	1.75	192.50
70	" "	24" " "	2.75	192.50
100	cu. yds.	Riprap	2.00	200.00
3,600	" "	Gravel Topping	0.42	1,512.00
3,300	yd. mi.	Hauling Gravel Topping	0.16	528.00
360	cu. yd.	Filler	0.40	144.00
400	yd. mi.	Hauling Filler	0.16	64.00
		Sub-total		$33,679.52
		10% Engr. & Cont.		3,367.95
		Total		$37,047.47

East Portion of Deschutes River Bridge
(Sta. 1635+.0 to Sta. 1637+.0)

90	cu. yds.	Excavation	$10.00	$ 900.00
15	" "	" below Plans	10.00	150.00
20	" "	Class "B" Concrete	27.00	540.00
80	" "	" "A" "	27.00	2,160.00
135	cu. yds.	Class "D" Concrete	25.00	3,375.00
33,000	lbs.	Metal Reinforcement	0.0475	1,567.50
170,000	"	Structural Steel	0.05	8,500.00
405	lin. ft.	Composite Handrail	3.25	1,316.25
				$18,508.75

Trestle, Sta. 1529+50 (Br. No. 1987)

285	lin. ft.	Treated Piling	$1.00	$ 285.00
20	cu. yds.	Class "D" Concrete	22.00	440.00
4,300	lbs.	Metal Reinforcement	0.045	193.50

8.5	M-FBM	Treated Lumber	$84.00	714.00
84	lin. ft.	Composite Handrail	4.00	336.00
				$1,968.50

Trestle, Sta. 1596+00 (Br. No. 1588)

305	lin. ft.	Treated Piling	$ 1.00	$ 305.00
20	cu. yds.	Class "B" Concrete	22.00	440.00
4,300	lbs.	Metal Reinforcement	0.045	193.50
8.5	M-FBM	Treated Lumber	84.00	714.00
84	lin. ft.	Composite Handrail	4.00	336.00
				$1,988.50

Sub-total	$22,465.75
10% Engr. & Cont.	2,246.57
Total	$24,712.32

Length of Roadwork	1.675 miles
" " 3 Bridges	.052 "
Total length	1.727 "
Cost per mile, roadwork	$22,117.89

Federal Lands Highway Funds Requested:	Roadwork	$37,047.47
	Bridges	24,712.32
		$61,759.79

Non-Participating Work (Approx. Sta. 1552 to 1558)

200	cu. yds.	Common Excavation	$0.40	$ 80.00
300	" "	Solid Rock Excavation	0.40	120.00

Sub-total	$ 200.00
10% Engr. & Cont.	20.00
Total	$ 220.00

State funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
Chap. 248, laws 1931

State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

177-a

November 9, 1933

Interstate Construction Co.
677 North Tillamook Street
Portland, Oregon

Gentlemen:

We are mailing you by express an executed copy of the contract that was awarded to you by the State Highway Commission for the grading of the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County.

This copy is for your records.

Very truly yours

Secretary

AJ

197-a

OREGON STATE HIGHWAY COMMISSION

November 9, 1933

Mr. C. J. Montag
Guaranty Building
Portland, Oregon

Dear Sir:

We are mailing you by express an executed copy of the contract that was awarded to you by the State Highway Commission for the construction of bridges and trestles over Deschutes River and Shitike Creek on the Warm Springs Highway in Jefferson County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 8, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. D. Lytle,
Division Engineer,
Bend, Oregon.

Dear Sir:

The Bureau has approved the Deschutes River Section N.R.S. - 197, with the reservation that it be adequately surfaced as soon as the roadway is in condition to receive it.

As this is a very small section I suggest that you arrange for the county to do this surfacing with a portion of their funds being applied on that road.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/M

CC to
R.H. Baldock ✓

NOTED
[illegible] Highway Engineer

Ilp-2a

November 7, 1933

Interstate Construction Company
677 North Tillamook Street
Portland, Oregon

Attention: Mr. Marks

Gentlemen:

In reply to your letter of November 3rd, this will advise that the Bureau of Public Roads has instructed that there must be no deviation from the regulation which prohibits payroll deductions for commissary charges.

Payroll deductions for medical aid and hospitalization are permissible provided the charges are reasonable.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

November 4, 1933

Mr. S. H. Probert

Please prepare a satisfactory reply for me to the attached letter. In my opinion we cannot change any of the regulations and we should so advise them.

Yours truly

State Highway Engineer.

RHB:jn

INTERSTATE CONSTRUCTION CO.
GENERAL CONTRACTORS
677 NORTH TILLAMOOK ST.
MUrdock 8587
PORTLAND, OREGON

November Third 1933.

RECEIVED
NOV 4 - 1933
OREGON
COMM

Oregon State Highway Commission
Salem, Oregon.

Subject Agency-Deschutes River-Warm Springs Project.

Gentlemen:-

The location of this project, being far removed from sources of supply other than one possible store & filling station directly in the Indian Reservation, which only does a limited business, and prices proportionately higher than they ordinarily would be, if close to railroad and larger community, we write to ask for your permission to suspend that part of the contract relating to deductions from employees wages.

A goodly portion of our crew will be veterans with families who will reside in camp and because of our establishing a cook house and buying supplies in the bulk, and they being without funds, desire to buy such supplies as they may need from us, because of it being cheaper, but inasmuch as we are not permitted to make the deductions from the wages or pay roll, we do not care to assume the risk of collections from people not known to us.

The Oregon Law as we understand it, makes it mandatory to establish a commissary, while the Bureau of Public Roads regulations practically prohibit such deductions.

We would also like to be informed if we are permitted to make hospital deductions, of the National Hospital Association, which is at the rate of $2.00 per month. The water supply at Warm Springs, according to Mr. F. E. Perkins Superintendant of the Indian Reservation does not show up very good, and there have been cases of typhoid which they have been unable to trace. We desire to avoid possible lawsuits through impure water, and although we are going to use the same water the Indian Reservation uses, which is chlorinated, we wish as a further protection the services of the National Hospital Association not alone for ourselves but for our employees.

Yours very truly,

INTERSTATE CONSTRUCTION CO.

E.M./

By Ernest Marks

[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. C. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

177-a

OREGON STATE HIGHWAY COMMISSION

SALEM

November 4, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Interstate Construction Co.,
Portland, Ore.

Dear Sir:

With reference to yours of November 3rd, wish to advise that we have no objections to your sub-contracting the Gilbert & Goodwin as long as the sub-contract conforms to all the provisions set forth in your contract .

Send executed copy of sub-contract to Mr. Lytle, Division Engineer at Bend for approval of the conditions set forth therein.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low
H.

CC to
R.H. Baldock
E. D. Lytle

FORM 5-A-1 10168 10M 7-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1/5 p- 7a

OREGON STATE HIGHWAY COMMISSION
SALEM

November 2, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. D. Lytle,
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

Referring to yours of October 25th, it is apparent that we did not make ourselves clear as to the profile and map of the Warm Springs Highway being constructed by County forces. It was our intention that a final constructed line profile and map be made up and sent in at the completion of the job. If this was not done we would have no record in this office as to work done by the County. This being a small section it could be attached to the constructed line profile and map of our construction project.

We are returning the profile sent in with the five profile prints requested.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low
H.

CC to
R.H. Baldock ✓

Portland 104 5m 6-1-33

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

197-a

November 1st, 1933.

RECEIVED
NOV 2 - 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

We are sending you today by express, four copies of state highway contract No. 1524 which was awarded to the Interstate Construction Company, covering 2.41 miles grading on the Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County, Oregon, having executed the bond in connection therewith.

Yours very truly,

C O Price

Manager.

DW-

October 28, 1933

Mr. Forrest Cooper
Highway Resident Engineer
Bend, Oregon

Dear Sir:

On the day that work is started on the Interstate Construction Company contract for the grading of the Agency-Deschutes River Section of the Warm Springs Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as Contract No. 1524, National Recovery Secondary Project 197-A, if work is started first on that portion of the contract between the east end and Station 1637+20. If work is started first on the portion between Station 1637+20 and the west end of the contract, the project should be referred to as Contract No. 1524, Federal Lands Highway Project No. 2-A.

When work is started on the Federal Aid Project other than the one first reported, you will please notify Mr. Lynch of the commencement of the work by letter.

Work on the project will be considered to have started on the day that camp erection, or any other work of a manual nature, is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch, as well as a copy of your letter to Mr. Lynch, should be mailed to the Salem office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER
cc K. D. Lytle

11p-2a

October 27, 1933

Interstate Construction Co.,
677 North Tillamook St.,
Portland, Oregon.

Gentlemen:

For use in connection with the Agency-Deschutes River Grading Project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in those instructions should be addressed to the National Reemployment Office, No. 9 O'Kane Building, Bend, Oregon.

A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

Encl.

cc Mr. K. B. Lytle

Mr. Forrest Cooper

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRS 197-A, bridge, to C. J. Montag, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRS 197-A, grading, to the Interstate Construction Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

October 21, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of October 13th, we are today sending, under separate cover, blueprint copies of revised typical cross-section plan sheet for the Agency-Deschutes River Section, Project Nos. NRH 197-A and FLH 2-A.

With reference to your inquiry concerning the reason for not placing gravel topping on the section from the Deschutes River to the east end of the work, please be advised that no gravel is available on the east side of the river and, accordingly, the placing of topping on that section cannot be done until the bridge is completed, which will permit the securing of gravel from the pit on the west side of the river. While a contract for the bridge has been awarded, nevertheless, the uncertainty of the relative progress on it and on the roadwork makes it undesirable to include gravel topping on the section east of the river in the grading contract, when the construction of the topping is dependent upon the completion of the bridge. Too, the material east of the river is of a rocky nature and will probably result in a stable road without topping, but, if such does not prove to be the case, a topping can be placed after the bridge has been completed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

October 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The summary sheet accompanying the plans for Oregon NRS 197-A and NRFL 2-A shows a typical section for the NRFL project but none for the NRS project. Will you please send us revised summary sheets showing the typical sections for both projects?

We also note that the estimate for NRFL 2-A provides for full width gravel topping while the estimate for NRS 197-A does not. Would you please advise us why gravel topping is not being placed on the NRS project?

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. [illegible]
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._______

POST OFFICE BUILDING
PORTLAND, OREG.

October 10, 1933

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRS 197-A, the Deschutes River section of the Warm Springs Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

Sr. Highway Engineer

October 4, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for grading and bridges on the Agency-Deschutes River Section, F. L. H. Project No. 2-A. We have excluded the work to be performed on private property adjacent to approximate Stations 1553 to 1557 from the estimate and shown the quantities involved as non-participating items.

Five blueprint copies of the revised summary sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. 2-A

AGENCY-DESCHUTES RIVER SECTION

OF THE WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, October 4, 1933.

All Required		Clearing and Grubbing		$ 1,000.00 ✓
24,300	cu. yds.	Common Excavation	$ 0.30	7,290.00 ✓
24,700	cu. yds.	Solid Rock Excavation	0.90	22,230.00 ✓
16,500	cu. yds.	Special Borrow	0.40	6,600.00 ✓
78,600	yd. sta.	Overhaul	0.03	2,358.00 ✓
7,000	yd. mi.	Borrow Haul	0.15	1,050.00 ✓
110	lin. ft.	18" Culvert Pipe	2.00	220.00 ✓
70	lin. ft.	24" Culvert Pipe	3.00	210.00 ✓
100	cu. yds.	Rip Rap	2.00	200.00 ✓
3,600	cu. yds.	Gravel Topping	0.50	1,800.00 ✓
360	cu. yds.	Filler	0.30	108.00 ✓
400	yd. mi.	Filler Haul	0.15	60.00 ✓
		Sub-total		$ 43,126.00
		10% Engr. & Cont.		4,312.60
		Total		$ 47,438.60

Deck Portion of Deschutes River Bridge (Sta. 1633+20 to Sta. 1637+20)

70 135	cu. yds.	Excavation	$ 3.00	$ 405.00
15	cu. yds.	Excavation below plans	5.00	75.00
20	cu. yds.	Class "B" Concrete	18.00	360.00
80	cu. yds.	Class "A" Concrete	20.00	1,600.00
135	cu. yds.	Class "D" Concrete	20.00	2,700.00
33,000	lbs.	Metal Reinforcement	0.05	1,650.00
170,000	lbs.	Structural Steel	0.06	10,200.00
405	lin. ft.	Composite Handrail	3.00	1,215.00
				$ 18,205.00

Trestle, Sta. 1589+50

285	lin. ft.	Treated Piling	$ 1.00	$ 285.00
20	cu. yds.	Class "D" Concrete	20.00	400.00
4,300	lbs.	Metal Reinforcement	0.05	215.00
8.5	M-FBM	Treated Lumber	85.00	722.50
84	lin. ft.	Composite Handrail	3.00	252.00
				$ 1,874.50

Trestle, Sta. 1596

305	lin. ft.	Treated Piling	$ 1.00	$	305.00
20	cu. yds.	Class "D" Concrete	20.00		400.00
4,300	lbs.	Metal Reinforcement	0.05		215.00
8.5	M-FBM	Treated Lumber	85.00		722.50
84	lin. ft.	Composite Handrail	3.00		252.00
				$	1,894.50

Sub-total	$ 21,974.00
10% Engr. & Cont.	2,197.40
Total	$ 24,171.40

Length of Roadwork	1.675 miles
" " 3 Bridges	.052 "
Total Length	1.727 "
Cost per mile roadwork	$ 28,321.55

Federal Lands Highway Funds Requested:-

Roadwork	$ 47,438.60
Bridges	24,171.40
	$ 71,610.00

Non-participating Work (Approx. Sta. 1553 to 1558)

200	cu. yds.	Common Excavation	$ 0.30	$	60.00
300	cu. yds.	Solid Rock Excavation	0.90		270.00
				$	330.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
SEP 2[illegible] 1933
OREGON
STATE H[illegible] COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

September 29, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S. & E. covering proposed NRS-197-A and N.R.F.L.H. Project 2-A, Agency-Deschutes River Section of the Warm Springs Highway.

We are in receipt of one set of plans for the Deschutes River Bridge, and as soon as these are checked, which will be within a few days, we will require a sufficient number of revised prints for both projects.

The estimates should show roadway and bridge for each project, as we anticipate that contracts will be let at the same time. On the estimate for NR F.L.H.Project 2-A it is noted that all Federal funds are requested; however, from about sta. 1552+15 to about 1563+00 is Fee Patent land and it is not eligible for construction with Federal Lands Highway funds. The estimate should be revised to show the quantities within the private lands, and would suggest that this be paid for with State funds.

Plans for the two framed trestles at sta. 1596 and 1589+[illegible]0 should also be submitted so as to be included with the contract for the Deschutes River Bridge.

On the road estimate covering NRS-197-A the length of roadway and length of bridge are incorrect. Also the title and summary sheets for both projects give the county as Deschutes instead of Jefferson.

It is noted that the borrow on the secondary project is to be paid for in embankment, and this method of payment cannot be approved unless there are excellent reasons why this cannot be measured in excavation.

The plans, specifications and estimates covering these projects will be held -- pending advice on the above matters.

Very truly yours,
W. H. [illegible], District Eng'r.
By Canfield
L. C. Canfield, Hwy. Eng'r.

September 16, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany grading plans for the Agency-Deschutes River Section, Federal Lands Highway Project No. 2-A.

Five bid proposals and five sets of blueprint plans for this work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

COMMISSION

Oregon State Highway Department

Federal Lands
Highway Project No. 2-A

AGENCY-DESCHUTES RIVER SECTION

OF THE WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany ~~grading~~ plans. Not as basis for project agreement.)

Oct
Salem, Oregon, ~~September 26,~~ 1933

	All Required		Clearing and Grubbing		$1,000.00	
24,300	~~24,500~~	cu. yds.	Common Excavation	$0.30	~~7,350.00~~	7290.00
24,700	25,000	cu. yds.	Solid Rock Excavation	0.90	~~22,500.00~~	22,230.00 Ⓐ
	16,500	cu. yds.	Special Borrow	0.40	6,600.00	
	78,600	yd. sta.	Overhaul	0.03	2,358.00	
	7,000	yd. mi.	Truck Haul	0.15	1,050.00	
	110	lin. ft.	18" Culvert Pipe	2.00	220.00	
	70	" "	24" " "	3.00	210.00	
	100	cu. yds.	Rip Rap	2.00	200.00	
	3,600	cu. yds.	Gravel Topping	0.50	1,800.00	
	360	cu. yds.	Filler	0.30	108.00	
	400	yd. mi.	" Haul	0.15	60.00	
			Sub-total		~~$43,456.00~~	43126.00
			10% Engr. & Cont.		~~4,345.60~~	4312.60
			Total		~~$47,801.60~~	47438.60

Length of Roadwork	~~1.680~~ miles	1.675 miles
" " 3 Bridges	~~.047~~ "	.052 "
Total length	1.727 "	
Cost per mile roadwork	~~$28,453.33~~	28,

Federal Lands Highway Funds Requested $47,801.60

Commissioners
M. SCOTT, CHAIRMAN, PORTLAND
J. WASHBURNE, EUGENE
ALDRICH, PENDLETON

B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

11f2-a

October 28, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

This is to acknowledge receipt of profile and estimate of the Deschutes River Section of the Warm Springs Highway, and your letter of October 25th requesting five blue prints of same. These are being sent you today under other cover.

It will not be necessary to prepare a map now for the short section mentioned in your letter.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

H. W. Libby

CC to
R.H. Baldock ✓

State Highway Engineer
NOTED

31f-2a

Section 2

Agency-Deschutes River Section

Warm Springs Highway

1.70 Miles

Station 1546 to Station 1635+50

	Net	Grand	Price	Amount
Clearing and Grubbing	All	All	$1,500.00	$1,500.00
Common Excavation	9,975	11,000	.25	2,750.00
Solid Rock Excavation	29,296	32,000 ✓	.80	25,600.00
Borrowed Embankment Mtl. in Place	17,183	19,000	.35	6,650.00
Overhaul	75,800	84,000	.01½	1,260.00
Truck haul	5,495	6,000	.14	840.00
18" Culvert	102 ✓	110	2.00	220.00
24" " "	64 ✓	70	3.00	210.00
Bridges				1,840.00
Rip Rap		100	4.00	400.00
Gravel Topping 4"		2,700	.35	945.00
Gravel Topping	2,320	2,600	.12	312.00
Hauling Gravel Topping	240	270	.30	81.00
Filler	285	300	.14	42.00
Haul				
		Total		$42,650.00
	+ 10%			4,350.00
		Grand Total		$47,000.00

Section 1

Madras ~~Agency~~-Deschutes River Section

Warm Springs Highway

0.73 Miles

Station 621+75 to Station 1639+00

	Net	Gross	Price	Amount
Clearing & Grubbing	All	All	$100.00	$100.00
Common Excavation	2,000	2,200	.25	550.00
Solid Rock Excavation	17,229	19,000	.90	17,100.00
Overhaul	27,670 ✓	30,000	.01½	450.00
Truck haul	4,582 ✓	5,000	.15	750.00
18" Culverts	88 ✓	100	2.00	& 200.00
				$19,150.00
			+ 10 %	1,915.00
			Grant Total	$21,065.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRFLH 2-A, bridges, to C. J. Montag, Portland, Oregon, who submitted the low bid.

Very truly yours,

N. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

October 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRFLH 2-A, grading, to the Interstate Construction Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

FORM 5-G-1 11943 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

Sif - 2

October 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Under separate cover we are mailing you a profile of the Deschutes River Section of the Warm Springs Highway, 0.70 mile in length, covering the project Jefferson County is constructing with their own forces. Will you please send us five blueprints of the profile?

You mention in your letter of October 9th that a map and profile should be prepared for your records. We have the 100 and 400 foot scale maps in this office but unless we hear further from you we will not prepare a map of this short section.

There is attached an estimate of cost to construct the project.

NOTED
State Highway Engineer

Yours very truly

K. D. Lytle
Division Engineer

By

W. O. Widdows

wow/c

FORM 8-G-1 11848 800 10-33

October 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The summary sheet accompanying the plans for Oregon NRS 197-A and NRFL 2-A shows a typical section for the NRFL project but none for the NRS project. Will you please send us revised summary sheets showing the typical sections for both projects?

We also note that the estimate for NRFL 2-A provides for full width gravel topping while the estimate for NRS 197-A does not. Would you please advise us why gravel topping is not being placed on the NRS project?

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

FORM 5-C-1 11546 600 10-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Up-2a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

October 20, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Attached are Division Engineer's Estimates on three projects in this division for which the Commission is calling for bids on October 25th.

Yours very truly

NOTED
State Highway Engineer

K. D. Lytle
Division Engineer

By

W. O. Widdows

wow/c

encl.

Division Engineer's
Estimate of Cost of
Agency-Deschutes River Section
2.41 Miles Grading

(1)	Clearing & Grubbing	All Specified		$1,600.00
(2)	Common Excavation	26,700 C. Y.	@ 0.25	6,675.00
(3)	Solid Rock Excavation	42,700 C. Y.	@ 0.85	36,295.00
(4)	Special borrow in Place	16,500 C. Y.	@ 0.35	5,775.00
(5)	Overhaul	109,000 Sta.Yd.	@ 0.015	1,635.00
(6)	Truck haul	12,000 Yd. Mi.	@ 0.15	1,800.00
(7)	18" Culvert Pipe	200 Lin. Ft.	@ 1.75	350.00
(8)	24" Culvert Pipe	70 " "	@ 3.00	210.00
(9)	Rip Rap	150 C. Y.	@ 4.00	600.00
(10)	Gravel Topping	3,600 C. Y.	@ 0.35	1,260.00
(11)	Hauling Gravel Topping	3,300 Yd. Mi.	@ 0.12	396.00
(12)	Filler	360 C. Y.	@ 0.35	126.00
(13)	Hauling Filler	400 Yd. Mi.	@ 0.12	48.00
				$56,770.00

Division Engineer's

Estimate of Cost of

Boyd-Madras Section

Furnishing Crushed Rock

(1)	1½" - 3/4" Crushed Rock in Stockpiles	2300	C. Y.	@	$1.70	$3,910.00
(2)	3/4"-½" Crushed Rock in Stockpile	3400	C. Y.	@	1.80	6,120.00
(3)	½" - ¼" Crushed Rock in Stockpiles	5300	C. Y.	@	1.80	9,540.00
						$19,570.00

Division Engineer's
Estimate of Cost
Midland-California Line Section
7.45 miles of Grading

1.	Clearing & Grubbing	All Specified	600.00
2.	Common Excavation	19,000 C. Y. @ 0.25	4,750.00
3.	Solid Rock Excavation	49,000 C. Y. @ 0.75	36,750.00
4.	Overhaul	50,000 Yd. Mi.@ 0.02	1,000.00
5.	Truck haul	59,000 Yd. Mi.@ 0.15	8,850.00
6.	18" Corr. Iron Pipe	50 Lin. Ft.@ 1.50	75.00
7.	24" " " "	40 " " @ 2.50	100.00
8.	30" " " "	30 " " @ 4.50	135.00
9.	Class "C" Concrete	3 Cu. Yd. @ 30.00	90.00
10.	Dry Rubble Masonry	10 " " @ 6.00	60.00
11.	Selected Roadbed Topping	74,000 C. Y. @ 0.45	33,300.00
12.	Hauling Roadbed Topping	166,000 Yd. Mi. @ 0.10	16,600.00
13.	Filler	2,000 C. Y. @ 0.30	600.00
14.	Hauling Filler	5,000 Yd. Mi. @ 0.10	500.00
			$103,410.00

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 10, 1933

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon National Recovery Federal Lands Highway Project No. NRFLH 2-A, the Agency-Deschutes River section of the Warm Springs Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

FORM 5-C-1 2866 500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Ilp 2-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

August 31, 1933

SEP 2 - 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Attached hereto are the specifications and estimate covering the Warm Springs job.

I have separated the job into two sections, the one being on the east side of the river and the other being on the west side. There is a great difference in the materials and I think we should divide the job as I have done.

On the east side I have not provided any topping as the embankment is all rock. I thought perhaps the bridge would not be built and that the inclusion of topping on that side might complicate the job. If the roadway is too rough I can get the County to put on a little gravel after the bridge is constructed.

On the west side the original plan called for side borrow but as the hill to the south of the line is practically all gravel I thought it would be well to borrow from there and not make borrow ditches along both sides of the road into which the creek might run. There are several places along this hill where there are talus slides of gravel which will make excellent fill material. I figure the price will not exceed 10¢ per cubic yard over side borrow. I have provided that the materials be measured in embankment as these slides would be extremely hard to measure. Another reason for making this fill in the manner described is due to the fact that it would be hard to secure more than a 100 foot right of way through this narrow creek bottom.

You willnnote that we have no provisions covering the construction of the bridges as I presumed the Bridge Department would write them. In the estimate I have allowed $40.00 per foot as you directed.

The estimated cost of the work on the west side is $2000.00 more than you set up but it was not practical to stop the job anywhere else. We have only provided for 4 inches of topping on this section. If the job cannot be stretched to the amount we have shown this topping could be cut out entirely as the fills will not be muddy. The reason for placing this four inches was to smooth up the grade as the gravel borrow for the fills will be coarse and hard to travel over.

The profile has been changed to conform with our revised plan of fill. This and the 100 foot map are being sent by Express today.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl.

SPECIAL PROVISIONS

Agency-Deschutes River Section

Warm Springs Hwy.

2.43 Miles of Grading

The work to be done under the contract consists of the following work:

Section 1.

The grading of 0.73 miles of grading on the east side of the Deschutes River. The north end of the project is station 1639+00. The south end of the project is at station 621+75. The section is located approximately 1.25 miles south of the Mecca Bridge and about 12 miles northwest of Madras.

Section 2.

The grading and topping of 1.70 miles of roadbed. The north end of the project is at station 1546+00 which station is at the Warm Springs Indian Agency. The south end of the project is at station 1635+50, which is at the end of the proposed bridge across the Deschutes River.

DATE OF COMPLETION

The work to be done under the contract on both sections 1 and 2 shall be completed not later than April 30, 1933.

CLEARING & GRUBBING

Specifications:

The clearing and grubbing work shall be performed in accordance with the standard specifications for "Clearing and Grubbing" as given in Section 7 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Areas to Be Cleared and Grubbed:

The clearing and grubbing work to be performed for the lump sum price bid for "Clearing and Grubbing" shall be the clearing and grubbing of only such areas (but all of such areas) as are to be occupied by embankments, borrow pits, roadbed excavations Channel Changes and excavations for culverts, drains and other facilities.

All borrow pits will be located outside the right of way and the lump sum price bid for clearing and grubbing shall be understood to cover the areas taken by these pits.

EXCAVATION AND EMBANKMENT CONSTRUCTION

Specifications:

All excavation and embankment construction work and all other earthwork shall be performed in accordance with the standard specification for "Earthwork" as given in Section 8 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Classification:

All pay excavation shall be classified in accordance with the ~~single~~ two classification basis of classification described in section 8 of the standard specification form.

Compaction of Embankments:

Embankments shall be built up in horizontal layers having uniform thicknesses not greater than eight (8) inches and each layer shall be separately and thoroughly compacted by means of caterpillar bulldozers, by means of heavy tamping rollers, by means of tractors having wheels equipped with heavy tamping lugs or by some other thoroughly effective compacting equipment approved by the engineer. The compacting operations on each layer shall continue until no further compaction can be obtained and the placing of the successive layers of embankment material shall under no circumstances be commenced until that condition is fulfilled.

Where, on account of the presence of solid rock in the embankment materials or on account of the embankment materials being clean gravel or sand, compaction by the methods above described is ineffective, compaction by those methods may, if the engineer approves, be dispensed with. In such case, however, the placing of the materials in horizontal layers will be required, the thickness of the layers to be as the engineer may order but not greater than two (2) feet.

Borrow:

All borrow on Section 2 shall be gravel materials taken from the hill on the south side of Shitike Creek.

Borrow pits may be opened by the contractor at intervals which will be most convenient to him. The materials to be taken shall be pit run gravel or talus.

The right to take borrow materials from the pits will be provided by the State without cost to the contractor.

The gravel borrow above described shall only be used on Section 2.

Classification:

All pay excavation other than the gravel borrow shall be classified in accordance with the two classification basis of classification described on page 21 of the standard specification form.

There shall be no classification of gravel borrow excavation. Payment for gravel borrow excavation shall be understood to be indluded in the payment to be made for "Gravel Borrowed Embankment Materials in Place" as hereinafter specified.

Measurement and Payment:

Measurement and payment for all earthwork, except the excavating, hauling and placing of gravel borrow materials shall be made in accordance with the standard specification for "Earthwork."

Payment for the excavating, hauling and placing of gravel borrow material will be made at the price bid per cubic yard for "Borrowed

Embankment Material in Place." No separate payment will be made for the hauling of borrowed materials.

The pay quantities of "Borrowed Embankment Materials in Place" Shall be determined by cross-section measurement of the borrowed material after it has been placed in the embankment. They shall include only such quantities as are within the neat embankment cross section as staked. They shall not include the materials that are added to provide extra width or extra height for settlement, which are called for by the standard specification and which are to be provided as specified.

PIPE CULVERTS

All pipe culverts shall be furnished and installed in accordance with the standard specifications for the different types of culverts as given in sections 26 and 27 ~~and 29~~ of the standard specification form.

Alternate Bids:

Alternate bids will be received for the concrete and corrugated galvanized iron types of culverts ~~and siphons~~, and contractors are requested to bid on both types. Which of the two types will be used will be determined by the State Highway Commission at the time the contract is awarded.

RIP RAP

The rip rap to be used in the channel changes, slope protection and around the bridges shall be constructed and paid for in accordance with the standard specification for "Rip Rap" as the same is given in Section 38 of the standard specification form.

GRAVEL TOPPING

The new roadbed shall be topped with gravel topping of the cross section shown on the plans. The gravel topping shall be constructed in accordance with the standard specification for "Selected Roadbed Topping" as given in Section 9 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow:

Materials:

The materials to be used in the construction of the gravel topping shall be pit run gravel obtained from gravel deposits located as follows and from such other gravel deposits as the engineer may select or designate.

(1) Gravel deposit located 500 feet north of Station 1623.

Details of Construction:

After the roadbed has been graded to the specified grade and cross section and immediately before the topping materials are placed, the top of the roadbed shall be made smooth and free of ruts and irregularities by means of blade graders.

The topping materials shall then be spread to a width of 20 feet in one layer four inches in thickness. This layer shall be bladed to a smooth and even surface. After the topping has been bladed to a smooth and even surface, suitable filler materials shall be spread over the gravel in such quantities as may be required to properly fill and bind the upper three or four inches of the topping. These filler materials shall then be mixed with the gravel by harrowing or by such other means as is found to be most effective, and when the mixing is completed, the mixed materials shall be bladed to a smooth and even surface and to the cross section indicated by the typical cross section plan.

All stones more than three (3) inches in diameter that are not fully embedded in the topping shall be raked off the roadway and disposed of in a manner approved by the engineer.

After the gravel topping has been constructed as above specified, it shall be bladed and kept free of ruts and other irregularities until all of the topping is in place.

Gravel Topping shall be placed only on Section 2

Measurement and Payment:

Measurement and payment for gravel topping shall be made as specified in the standard specification form (section 9) except that the pay items will be designated "Gravel Topping" and "Hauling Gravel Topping" instead of "Selected Roadbed Topping" and "Hauling Roadbed Topping" as the standard specification states.

~~No extra or separate payment will be made for the gravel taken from the subgrade by the trenching method outlined above. Payment for the trenching shall be understood to be included in the prices bid for grading.~~

FILLER

The filler materials used in the upper portion of the gravel topping shall be furnished and paid for as stated in the standard specification for "Filler", which specification is given in Section 12 of the standard specification form.

The quality of filler used shall not exceed 10 per cent of the quantity of gravel with which it is mixed.

Section 2

Agency-Deschutes River Section

Warm Springs Highway

1.70 Miles

Station 1546 to Station 1635+50

	Net	Grand	Price	Amount
Clearing and Grubbing	All	All	$1,500.00	$1,500/00
Common Excavation	9,975	11,000	.25	2,750.00
Solid Rock Excavation	29,296	32,000	.80	25,600.00
Borrowed Embankment Mtl. in Place	17,183	19,000	.35	6,650.00
Overhaul	75,800	84,000	.01½	1,260.00
Truck haul	5,495	6,000	.14	840.00
18" Culvert	102	110	2.00	220.00
24" "	64	70	3.00	210.00
Bridges				1,840.00
Rip Rap		100	.35	945.00
Gravel Topping	2,320	2,600	.12	312.00
Hauling Gravel Topping	240	270	.30	81.00
Filler	285	300	.14	42.00
Haul				
		Total		$42,650.00
	+ 10%			4,350.00
		Grand Total		$47,000.00

Section 1

Agency-Deschutes River Section

Warm Springs Highway

0.73 Miles

Station 621+75 to Station 1639+00

	Net	Gross	Price	Amount
Clearing & Grubbing	All	All	$100.00	$100.00
Common Excavation	2,000	2,200	.25	550.00
Solid Rock Excavation	17,229	19,000	.90	17,100.00
Overhaul	27,670	30,000	.01½	450.00
Truck haul	4,582	5,000	.15	750.00
18" Culverts	88	100	2.00	+ 200.00
				$19,150.00
			+ 10 %	1,915.00
			Grant Total	$21,065.00

CONTRACT#1525,

SEE:

CONTRACT#1524,

1925 [illegible]

CONTRACT#1527,
1600,

NRH 205-A Midland-California State 1933
1527 Line Sec.
1600

#1600

205A

November 5, 1934

Hartford Accident & Indemnity Company,
T. B. Watters, Agent,
Klamath Falls, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1600 for the construction of the Midland-California Line Section of the Klamath Falls-Weed Highway in Klamath County, has been completed by the contractors, Dunn & Baker, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 15, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $[illegible],823.07 including the final payment. Of this amount $45.04 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 9, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Works Program Grade Separation project No. WPGH 205-C, Overcrossing near Midland on the Klamath Falls-Weed Highway, to Darham Bros., Salem, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Tron

Jom Fr'd ut F4pr 18104

Oregon U. S. Public Works
project No. NRH 205, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on February 15, 1934, by the Oregon State Highway Commission, and on March 16, 1934, by the Secretary of Agriculture, as amended by "Modification of Project Agreement," signed on May 8, 1934 by the said State Highway Commission, and on May 26, 1934, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works project No. NRH 205, Section A; and

WHEREAS, the State Highway Department has requested an allotment of regular Federal aid funds to this project, in the amount of $68,212.78, in lieu of an equal amount of State funds previously provided:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred eighty-nine thousand, four hundred seventy-nine and 95/100 dollars ($189,479.95) as the share of the United States payable under said act on account of Section A of said project, which is the approved total estimated cost thereof:"

Clause (a) of Article I shall read:

> "(a) By the State, under provisions of the National Industrial Recovery Act."

To Article III shall be added paragraph (b) to read:

> "(b) The total amount of Federal funds allotted to this project is $189,479.95. This sum is divided as follows: $121,267.17 to be charged against the allotments made under Section 204 of the National Industrial Recovery Act, and $68,212.78 against the regular Federal aid appropriation."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of one hundred eighty-nine thousand, four hundred seventy-nine and 95/100 dollars ($189,479.95), certified to the Secretary of the Treasury as above mentioned, which is the approved total estimated cost of Section A of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the

20th day of July, 1934, and the Secretary of Agriculture on the 4th day of September, 1934.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission.

By E B Aldrich
Member, State Highway Commission

By ______________________
Member, State Highway Commission.

Secretary of Agriculture

By ______________________
Acting Chief, Bureau of Public Roads.

Oregon U. S. ~~Public Works project~~ No. NRH 205, Section A.

Form PR. 3 -Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRH 205-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 189,479.95 in lieu of the $121,267.17 approved by Certificate of May 26, 1934, as the total estimated cost of said project, and the sum of $ 189,479.95 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 4th day of September one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4820

FORM D-C-1 19982 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

September 28, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

We are returning herewith the Price Agreement covering the barreling of excess asphalt Dunn & Baker had on contract No. 1600.

With the consent of the contractor, the item of haul from Worden to Klamath Falls has been deducted and the original agreement, with this correction, is being returned.

Yours very truly

K. D. Lytle
Division Engineer

By

W. O. Widdows

wow/c
encl.

Form [illegible]

Final Report.

ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 28, 1934

Section Midland - California Line

Kind of work Rock Surfacing & Bituminous Macadam

Highway Klamath Falls - Wood

Section prefix 18PW-L NRH205 A,B

Contractor Dunn & Baker

Contract number 1600

Date of contract Feburary 15, 1934

Date of completion September 30, 1934

Date work started March 3, 1934

Estimated date of completion Sept. 15, 1934

Amount of contract $105467.5

Per cent of time elapsed 93 %

Estimated cost of completed project, exclusive of engineering $98552.56

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $4350.00, 4.4 %

Date project was completed Sept 15, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This report covers the two weeks period from Sept. 14 to Sept. 28 and is the final report for the project, the work having been completed Sept. 15th.

The contractor operated the crushing plant up to and including Sept 22, producing maintenance material for the State of California from which operation the crusher rejects were stockpiled at Worden.

Final estimate and supporting records were sent to the Division office on Sept. 27.

The party is now engaged in setting permanent right of way monuments over the entite project.

Messrs Leslie Scott, E.B.Aldrich, R.H.Baldock, H.G.Smith, J.M.Devers, H.B Glaisyer and K.D.Lytle inspected the completed project on September 20th.

RECEIVED
SEP 2 1934
[illegible]

NOTED
H. G. SMITH

Signed C.C. Kelley

Address 119 S 5th St., Klamath Falls, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING Cinder Shoulders	SURFACING	[illegible]NTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.12	9.12		9.12	
Miles partially completed					
Miles completed	9.12	9.12		9.12	
Total estimated quantities Revised Estimate	8227.8	13769.5	2808.5	12278.5	
Estimated quantities moved or placed to date	8227.8	13769.5	808.5	1 278.5	
Average daily quantities	0	0	# 358.5	0	
Average daily quantities necessary to complete project on time	0	0	0	0	
Number shifts per day 1 day only			1		
Hours per shift			5		
Average force on project for week			33		

Surplus picked up in measurement of stock piles.

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men Supervision							6
Men and teams Skilled							17
Men and trucks under 3 tons Unskilled							10
							33
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants 1,

Compressors 1, Bull dozers ......, Sheet-foot rollers ......, 2 trucks ......, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday 15th	Clear, warm	0	

215a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

Midland - Cal. Line
Surfacing Project.

August 16, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are in receipt of a letter from Mr. Guy V. Lintner, State Director of the U.S.Reemployment Service, to which was attached a letter from Dunn & Baker, Klamath Falls, Oregon, requesting that they be given permission to work roller men, grader men and shovel runner 40 hours per week in order that the common labor might be worked 30 hours per week, this to be near Klamath Falls, on their projects toward Bly.

In this type of oiling we concede that there is considerable justification for the request of Dunn & Baker to use roller and blade men an additional hour per day, and we believe that portion of their request should probably be granted.

In the case of shovel operator, we do not believe the additional time is necessary, as that would also involve additional time for truck drivers and if the work is properly organized this portion can be satisfactorily handled during the regular working hours.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Dwb

June 14, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the suggestion contained in your letter of March 22, 1934, the Midland-California Line Section, Project No. NRH 205-A was placed under agreement by setting up a portion of the work to be paid for by state funds with the understanding that the agreement could later be modified and the state funds replaced by federal aid funds, when those funds were available.

Sufficient federal aid funds have now become available, and we are, consequently, enclosing herewith six copies of estimate as basis for modifying the agreement to replace the state funds with federal aid funds.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 205-A

MIDLAND-CALIFORNIA LINE SECTION OF THE KLAMATH FALLS-WEED HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, June 14, 1934.

Grading

All Required		Clearing and Grubbing		$ 1,000.00
19,000	cu. yds.	Common Excavation	$0.30	5,700.00
49,000	" "	Solid Rock Excavation	0.70	34,300.00
50,000	yd. sta.	Overhaul	0.02	1,000.00
59,000	yd. mi.	Truck Haul	0.15	8,850.00
50	lin. ft.	18" Corrugated Iron Pipe	2.00	100.00
40	" "	24" " " "	2.75	110.00
30	" "	30" " " "	3.75	112.50
3	cu. yds.	Class "C" Concrete	24.00	72.00
10	" "	Dry Rubble Masonry	12.00	120.00
74,000	" "	Selected Roadbed Topping	0.25	18,500.00
166,000	yd. mi.	Hauling Roadbed Topping	0.12	19,920.00
2,000	cu. yds.	Filler	0.40	800.00
5,000	yd. mi.	Hauling Filler	0.12	600.00
				$ 91,184.50

Surfacing and Bituminous Macadam

8,500	cu. yds.	Coarse Materials in Surfacing	$1.95	$ 16,575.00
2,800	" "	Fine Materials in Surfacing	2.05	5,740.00
4,300	" "	Filler	0.40	1,720.00
13,000	yd. mi.	Hauling Filler	0.18	2,340.00
2,000	M-Gals.	Sprinkling	1.25	2,500.00
700	cu. yds.	Salvaging Surfacing Materials	0.40	280.00
10,400	" "	Mineral Aggregate in Place	2.50	26,000.00
735	tons	Asphalt in Place	23.00	16,905.00
75	"	Emulsified or Cut-back Asphalt in Seal Coat	24.00	1,800.00
8,200	cu. yds.	Cinder Shoulders	0.25	2,050.00
43,000	yd. mi.	Hauling Cinder Shoulders	0.12	5,160.00
				$ 81,070.00

Sub-total............	$172,254.50
10% Engr. & Cont....	17,225.45
Total................	$189,479.95

Length of Roadwork	7.431 miles
Length of 1 Bridge	.022 "
Total Length	7.453 "

Cost per mile................. $ 25,498.58

National Recovery Highway Funds Requested..............	$121,267.17 (64%)
Federal Aid Funds Requested............................	68,212.78 (36%)
	$189,479.95

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 248, Laws 1931.
State Funds for Maintenance: Chapter 41, Laws 1927; Chapter 248, Laws 1931.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. NRH 205-A

June 14, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

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Oregon U. S. Public Works
project No. NRH 205, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on February 15, 1934, by the Oregon State Highway Commission, and on March 16, 1934, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works project No. NRH 205, Section A; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section A to provide for placing a 4 inch rock surfacing, and to provide for placing a 2-3/4 inch bituminous macadam wearing surface over its entire length; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from $100,302.95 to $169,479.95, and that the Federal funds approved and set aside to the credit of said Section A be increased from $100,302.95 to $121,267.17;

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission, and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred twenty-one thousand, two hundred sixty-seven and 17/100 dollars ($121,267.17) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Clause (a) of Article I shall read:

> "(a) By the State, from "National Recovery Highway Funds" appropriated by Act approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917, Chap. 31 Laws of 1929, and Chap. 248 Laws of 1931."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of one hundred twenty-one thousand, two hundred sixty-seven and 17/100 dollars ($121,267.17), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred eighty-nine thousand, four hundred seventy-nine and 95/100 dollars ($189,479.95), the approved total estimated cost of Section A of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the eighth day of May, 1934, and the Secretary of Agriculture on the 26 day of May, 1934.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission

By ______________________
Member, State Highway Commission

By ______________________
Member, State Highway Commission.

Secretary of Agriculture

By ______________________
Acting Chief, Bureau of Public Roads.

Oregon U. S. Public Works
project No. NRH 205, Section A.

Form PR. 3- Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works ~~P~~roject No. [illegible] 306-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 196,479.95 in lieu of the $100,302.95 approved by Certificate of Mar. 16, 1934, as the total estimated cost of said project, and the sum of $ 121,267.17/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 26 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~[illegible]~~

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4820

By
Acting Chief, Bureau of Public Roads.

#1527

S [illegible]-205 a

May 21, 1934

Fidelity & Deposit Company of Maryland,
R. E. Pinney, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1527 for the construction of the Midland-California Line Section of the Klamath Falls-Weed Highway in Klamath County, has been completed by the contractors, Hamm & Baker, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 31, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $87,730.43 including the final payment. Of this amount $321.02 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1527

[illegible] 215a

May 17, 1934

Fidelity & Deposit Company of Maryland,
R. E. Pinney, Resident Vice-President,
Failing Building,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of May 16th concerning the Dunn & Baker Contract No. 1527 - Midland-California Line Section of the Klamath Falls-Weed Highway in Klamath County.

Please be advised that according to our records we advised you on [illegible] 13th that it was our intention to make semi-final payment on the above contract. Final payment has not been made. The total amount paid to date is $84,206.[illegible]. Of this amount $321.02 was for force account work. The retained percentage is $2,604.37. The contract was completed on April 21, 1934 and was accepted April 25, 1934. We will advise you ten days before final payment is made.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1527
Klamath Co

PA MENT OF OREGON

DELITY AND DEPOSIT COMPANY
OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE
Failing Building
PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

MAY SIXTEENTH,

1934.

Mr. H.B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

RE: Bond #3774739-A, Dunn & Baker,
Contract No. 1527-Midland-California Line Section(grading)
of the Klamath Falls-Weed Hwy.
in Klamath County.

Dear Sir:

You advised us some time ago that final payment would be made on April 23rd.

Please advise us the date this contract was completed and accepted, and also the amount paid the contractors.

Very truly yours,

R.E. Pinney,
Resident Vice-President.

REP:DC

[illegible] $84,208.01
[illegible] $2,114.37

[illegible] $321.02

May 17, 1934

Dunn & Baker
Klamath Falls, Oregon

Attention: C. A. Dunn

Gentlemen:

We have your letter of May 15th, with further reference to the payment of freight on road oil and asphalt.

In considering the Midland-California Line Surfacing project, you apparently have overlooked that sentence in our letter of May 12th which reads as follows: "We will prepay freight on asphalt and road oil only in connection with projects which are strictly oiling or bituminous macadam projects; projects on which freight amounts to a considerable percentage (say 8 or 10 per cent) of the total contract amount." The Midland-California Line Project is not strictly an oiling or bituminous macadam project and the freight on the asphalt, instead of amounting to 8 or 10 per cent of the total contract amount, amounts to less than 5 per cent of the total contract amount. That project, therefore, does not qualify as a project in connection with which the State will make advance payment of the freight.

See file re
Klamath Falls.
Front Bridge.
Freight

What we are striving to do is to make advance payment of freight on those projects involving large quantities of road oil or asphalt which are performed within a period of from 4 to 6 weeks, and completed, or nearly so, before the contractor receives his first monthly payment. On a project such as the Midland-California Line Project, the payment of freight does not bring a disproportionate load upon the contractor, and the occasion for payment of freight by the State is not the same as in connection with strictly oiling or bituminous macadam projects.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RESIDENT J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

May 15, 1934

Oregon State Highway Commission,
Salem, Oregon

Gentlemen: Attention Mr. S. H. Probert:

We wish to thank you for your letter of May 12th., covering freight payments on bituminous macadam projects, and after checking over our Midland California Line Surfacing Project, we find that this project contains 990 tons of asphalt and the freight is 27 cents per hundred or $5.40 per ton, making a total freight payments on this project $4,346.00. This will bring the payments well above the $2,500.00 set forth in your letter, and under those conditions we assume that the State will proceed with the payments of the freight.

Although you mentioned in your letter that you did not think that the State would do so, we assumed that it was your impression that the payments would be less than $2,500.00 on this project.

However, the facts are as set forth above and we hope that it will meet with your approval to proceed with the freight payments on this project through the State Highway Department.

Trusting that we will again hear from you in regard to this matter, we beg to remain

Respectfully yours,

DUNN & BAKER

By, W. Dunn

CAD:KH

Midland - Cal. Line

April 26, 1934

Dunn & Baker
Klamath Falls, Oregon

Attention: C. A. Dunn.

Gentlemen:

We have your letter of April 24th, inquiring as to the use on NRA projects of men not physically able to perform heavy work and the payment of such men at a rate of 40 cents per hour.

We have discussed this matter with the Portland Office of the Bureau of Public Roads and are informed that no ruling which would permit such employment has been received by that office, and that it is not likely that a request for such a ruling would receive favorable action.

We are wondering if the ruling of which you speak is not a ruling in connection with some code requirement. The fact that such an arrangement is permissible under a code does not, of course, authorize its application in connection with NRA contracts.

If you can provide us with more definite information to the effect that such an arrangement has been permitted on NRA projects, we will be glad to ask the local office of the Bureau of Public Roads to take the matter up with the Washington Office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:HR

DUNN, PRESIDENT J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

April 24, 1934

Oregon State Highway Department,
Salem, Oregon

Gentlemen:

In connection with our oiling operations, it is necessary to maintain flagmen, and on this work we can use men who are physically incapacitated for other work, and we would like permission to carry these men at a 40 cent rate, which we understand is in accordance with the new ruling.

We have no information as to method of applying for this permit but will execute any necessary forms in connection there with.

Would you take the matter up immediately as we expect to start work about May 1st?

Respectfully yours,

DUNN & BAKER,

By C A Dunn

CAD:KH

Form [illegible].

[illegible]REG[illegible] STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 21, 1934

Section Midland Calif. Line

Kind of work Grading

Highway Klamath Falls Weed

Section prefix 18FW NRH 205A

Contractor Dunn & Baker

Contract number 1527

Date of contract Oct. 25, 1933

Date of completion July 31, 1934

Date work started Nov. 1, 1933

Estimated date of completion April 21, 1934

Amount of contract $ 91184.50

Per cent of time elapsed 64 %

Estimated cost of completed project, exclusive of engineering $ 87586.75

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 4245.37, 4.85 %

Date project was completed April 21, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The project was completed on this date. Small crew bladed and trimmed shoulders during week. Tom Davis of BPR over Project today

This is final report.

O C Kelley
Res Engr

RECEIVED
APR 23 1934
CONST

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

FORM [illegible]

	GRADING	SURFACING Topping	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.45	7.45			
Miles partially completed					
Miles completed	7.45	7.45			
Total estimated quantities	72500	63200			
Estimated quantities moved or placed to date	61986	76112			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	2				
Hours per shift	5				
Average force on project for week	5				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men Super.	1						
Men and teams Skilled	2						
Men and trucks under 3 tons Unskilled	2						
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear and warm all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

215-a

April 9, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Herewith find a form of proposed sub-contract agreement between Dunn & Baker and H. R. Warner covering the furnishing of water on the Midland-California Line surfacing contract.

The contractor requests approval before closing the contract, so you are requested to advise if contract is executed as per attached form and price, if it will be approved by the department.

Yours very truly

K. D. Lytle
Division Engineer

NOTED
Chief Highway Engineer

kdl/c
encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 29, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to Mr. Probert's letter of March 27th in reply to our letter of February 27th relative to Oregon U.S.Public Works projects NRH 205-A and B, Midland-California State Line.

As stated in our letter above referred to, these projects are being recommended for approval, but until we are satisfied of the value of the methods proposed, we do not care to recommend future similar work.

With regard to the specifying of the degree of penetration, it is standard practice to do this, and why it is objected to in this case is not clear. On future bituminous projects it is requested that this information be placed in the special provisions.

Very truly yours,

W. H. LYNCH
District Engineer

By F.E. Andrews
F. E. Andrews
Sr. Highway Engineer

March 27, 1934

Mr. W. L. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of February 27th, concerning the Midland-California Line bituminous macadam project, Project NRH 205-A and B.

The difficulties which you foresee in the construction of the crushed rock surfacing as specified are all avoided by postponing the placing of the top course of 1½" - 3/4" rock until immediately prior to the placing of the bituminous macadam materials. This postponing of the placing of the top course materials is provided for on sheet No. 25 of the special provisions under the heading "Time of Placing Top Course of Surfacing." This provision would probably have been better placed had it been included with the specifications for the rock surfacing construction.

It is our opinion that the type of rock surfacing which has been specified for this project will provide a much better base for the bituminous macadam wearing surface than would a base of the same thickness constructed in the usual manner and treated with a prime coat of light oil. The top one-inch of the surfacing constructed as we have specified is, we think, almost the equivalent of an additional inch of bituminous macadam wearing surface.

We do not agree with your statement that the fact that our standard specification for bituminous macadam does not include details for the B-12 type, leaves uncertainty as to the kind of bituminous cement to be used on this project and the degree of penetration of same. The provisions on sheet 18 of the special provisions state specifically that the bituminous cement is to be asphalt. The requirement as to degree of penetration of asphalt for use in bituminous macadam wearing surfaces is stated on page 47 of the standard specification under the heading "Bituminous Cement," and there is no reason to assume that that requirement does not apply to types referred to in the special provisions as well as to the types specifically mentioned in the standard specification. We think that the specifying of the degree of penetration, as you have recently been requiring, is entirely unnecessary unless you feel that our department should be deprived of the slight discretion in this matter which the standard specification allows.

With reference to the cost of the surfacing that is being placed on this project, we wish to point out that the gravel topping replaces an equal amount of embankment materials, and that because of that fact, yourfigure of $17,200 per mile for the cost of the surfacing is too high by approximately $4,500, the average cost of embankment materials on that project being not less than 45 cents per cubic yard, inclusive of haul.

We have not accurately figured the cost of concrete pavement in that location, but its cost could not be less than $30,000 per mile if the cost of rock shoulders and the cost of the heavy cushion course which would be required on this particular project, are included. In this connection, we call your attention to the fact that the roadbed has had to be constructed of unusually large and blocky rock, and that no type of surfacing can be constructed on it without a heavy cushion of gravel, talus rock or some other kind of topping materials.

If you consider it desirable to have a more exact computation of the cost of concrete pavement, we will prepare one on request.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 26, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In our review of Oregon U. S. Public Works Project NRH 205-B, North Unit, Midland-California Line Section of the Klamath Falls-Weed Highway, in connection with the submission of the project agreement estimate, we note that you have not answered the questions raised in our letter of February 27th.

We shall appreciate it if you will furnish this information as soon as possible.

Very truly yours,

W.H.Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 27, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to P. S. & E. for Oregon U. S. Public Works Project No. NRH 205, Section B.

The proposed surfacing consists of talus rock topping 9" to 18" thick over the full width of roadbed, crushed rock surfacing 4" thick (loose measurement) by 22 feet wide and bituminous macadam 2-3/4" x 20 ft. The crushed rock surfacing is to be laid in three courses. The first course (2" thick loose) is composed of 1-1/4" by 3/4" material which is filled, sprinkled, processed and rolled. The second course (1" thick loose) is composed of 3/4" by 1/4" material and treated the same as the first course. The third course (1" thick loose) is composed of 1-1/4" x 3/4" material without filler which is merely spread on the road and not processed nor compacted. The contractor is required to maintain this surface by constant blading and occasional sprinkling to keep it "free from ravelling." It would seem more than difficult to keep this loose material free from ravelling. The purpose of the third course as stated in the specifications is to prevent the finer rock in the macadam from becoming mixed with the base rock of the bituminous macadam. This third course material is later windrowed and then respread over the prime coat of oil. -- Windrowing would not be required

Should be provided: top 1" of material to be placed on road not more than one day in advance of prime coat.

As stated over the telephone, we fail to understand the method of construction. If the 1-1/4" x 3/4" third course is essential for the purpose stated, and that is questionable, would it not be better to defer placing it until the bituminous work is begun? If placed as part of the base it is subjected to traffic and is bound to become covered with dust, thus making it less suitable for binding with bitumen. We believe an entirely satisfactory base can be constructed in one course, 4" thick loose, in accordance with the specifications for the first course as specified for this project. The prime coat may be used if desired but is not essential if the base is well consolidated.

If it is necessary, a prime coat of light oil will prevent the base fines from coming up into the bituminous macadam rock.

As noted in our letter of February 1st for NRS 47-A, the grade of oil or asphalt is not stated and as the standard specifications do not include this type, B-12, the bituminous binder cannot be identified by reference to them.

Sp. Prov. call
for asphalt
standard type.
require asphalt
to be 130-150
penetration
unless otherwise
ordered.

The cost of the entire surfacing, including talus topping and with 10% added for engineering and contingencies, is estimated at approximately $17,200 per mile. It appears that a higher type of pavement could be constructed for a slightly greater amount and would be justified by longer life and lower maintenance costs. Have you considered the cost of a concrete pavement on this project and have you estimated the cost of such a pavement?

We have gone into a rather lengthy discussion of the crushed rock surfacing which is a minor item of this project. However, the tendency of your department has leaned toward the introducing of details which run up the cost and we desired to bring this to your attention.

This project is being approved as submitted, but complete justification of these specifications will be required before approval can be given for future similar projects.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon USPW project NRH 205-A

March 28, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By
L.J.Caufield
Highway Engineer

Encls.

Avpr-18104

Form P. R. 2

State Oregon

U.S.Public Works Project No. [illegible]-205, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—8518

Form P. R. 8

PROJECT AGREEMENT

Memorandum of Agreement made this 15th day of February, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 19th day of September, 1933, a project statement, which was approved by the Secretary on the 22nd day of September, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 25th day of September, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred thousand, three hundred two and 95/100 dollars ($100,302.95) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed~~ is ~~the authorized Federal pro rata share~~ of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State **under provisions of the National Industrial Recovery Act.** (Include amount, date, and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 366+60 in the east 1/2 of Section 11, T 40 S,R 8 E, and survey station 763+12.3 at the Oregon-California State line (excepting therefrom the bridge between survey stations 451+98 and 453+13.0)**, length **7.431** miles, in **Klamath** County, being Section **A** of **Oregon U.S.Public Works** project No. **NRH-205**, consisting of **7.431** miles of roadway and **no** bridges, of more than 20 feet clear span, **known locally as the Midland-California Line Section of the Klamath Falls-Weed Highway between official control points "From Klamath Falls to the Oregon-Cal'fornia State Line enroute to Weed, California."**

5

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal of such total actual cost.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **A** of said project shall not in any event exceed the sum of **one hundred thousand, three hundred two and 95/100** dollars ($**100,302.95**), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~ ~~[illegible]~~

~~[illegible]~~ **is** ~~[illegible]~~ the approved total estimated cost of Section **A** of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer** (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments ~~made by the United States on account of said project exceed~~ the legal limitation upon such payments per ~~mile, exclusive of bridges of~~ more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws of 1927.** (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6618

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of one hundred thousand, three hundred two and 95/100 dollars ($100,302.95), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~[illegible]~~

~~[illegible]~~ is ~~[illegible]~~ the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time

Treasury for the payment to

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 16 day of March, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By C. J. Washburne
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture
~~xxxxxxxxxxxxxxxx~~

U. S. GOVERNMENT PRINTING OFFICE: 1933 8—5518

By H. K. Bishop
Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works ~~P~~roject No. NRS-205-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 100,302.96 as the total estimated cost of said project, and the sum of $ 100,302.96 as the share of the United States, payable under said acts on account of such project, which is the d~~oes not exceed the authorized Federal~~ pr~~[illegible]~~ total estimated cost.

Done at the city of Washington, this 16 day of March one thousand nine hundred and thirty-four

Secretary of Agriculture
Se~~[illegible]~~

AMS By H. K. Bishop
Acting Chief, Bureau of Public Roads

March 23, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement for the Midland-California Line Section, Project No. NRH 205-A.

In accord with the suggestion contained in your letter of March 22nd, we have set up a portion of the cost of this work to be paid from state funds, it being our intention to request another modification of the agreement, when additional regular Federal Aid funds are released, to replace all or a portion of these state funds with federal aid funds.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 205-A

MIDLAND-CALIFORNIA LINE SECTION OF THE
KLAMATH FALLS-WEED HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, March 23, 1934.

Grading

All Required		Clearing and Grubbing		$ 1,000.00
19,000	cu. yds.	Common Excavation	$ 0.30	5,700.00
49,000	" "	Solid Rock Excavation	0.70	34,300.00
50,000	yd. sta.	Overhaul	0.02	1,000.00
59,000	yd. mi.	Truck Haul	0.15	8,850.00
50	lin. ft.	18" Corrugated Iron Pipe	2.00	100.00
40	" "	24" " " "	2.75	110.00
30	" "	30" " " "	3.75	112.50
3	cu. yds.	Class "C" Concrete	24.00	72.00
10	" "	Dry Rubble Masonry	12.00	120.00
74,000	" "	Selected Roadbed Topping	0.25	18,500.00
166,000	yd. mi.	Hauling Roadbed Topping	0.12	19,920.00
2,000	cu. yds.	Filler	0.40	800.00
5,000	yd. mi.	Hauling Filler	0.12	600.00
				$ 91,184.50

Surfacing and Bituminous Macadam

8,500	cu. yds.	Coarse Materials in Surfacing	$ 1.95	$ 16,575.00
2,800	" "	Fine " " "	2.05	5,740.00
4,300	" "	Filler	0.40	1,720.00
13,000	yd. mi.	Hauling Filler	0.18	2,340.00
2,000	M-Gals.	Sprinkling	1.25	2,500.00
700	cu. yds.	Salvaging Surfacing Materials	0.40	280.00
10,400	" "	Mineral Aggregate in Place	2.50	26,000.00
735	tons	Asphalt in Place	23.00	16,905.00
75	"	Emulsified or Cut-back Asphalt in Seal Coat	24.00	1,800.00
8,200	cu. yds.	Cinder Shoulders	0.25	2,050.00
43,000	yd. mi.	Hauling Cinder Shoulders	0.12	5,160.00
				$ 81,070.00

Sub-total	$ 172,254.50
10% Engr. & Cont.	17,225.45
Total- - - - -	$ 189,479.95

Length of Roadwork	7.431 miles
Length of 1 Bridge	.022 "
Total length	7.453 "

Cost per mile- - - - - - -$25,498.58

National Recovery Highway Funds Requested	$121,267.17 (64%)
State Funds	68,212.78
	$189,479.95

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 248, Laws 1931.
State Funds for Maintenance: Chapter 41, Laws 1927; Chapter 248, Laws 1931.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

March 22, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the recent conversation between Mr. Davis and Mr. Nash regarding the allotment of Federal Funds to NRH 205-A and B.

It was stated that you intend to set up the Federal Aid Funds released upon payment of F. A. projects 25 and 37 to NRH 205-A and B, and thereby release NRH Funds for use on other projects.

It will be at least a month or more before the final vouchers for F. A. projects 25 and 37 can be submitted and paid, and the NRH Funds already requested exceed the apportionment. We suggest that the project agreement estimates for NRH 205-A and B be submitted immediately, requesting at least $20,000 less NRH Funds than set up at present and show the difference as coming from State funds. Later, after the final vouchers for F. A. projects 25 and 37 have been paid and the excess Federal Aid Funds released, a modification of the agreements for NRH 205-A and B may be requested to substitute Federal Aid Funds for the State funds previously shown.

If this suggestion is not satisfactory to you, it is essential that some other adjustment of funds be made immediately.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Senior Hwy. Engineer

205a

March 20, 1934

The Bank of California
Portland
Oregon

Gentlemen:

This acknowledges receipt of your letter of March 19 enclosing general assignments of claim, dated March 16, 1933, whereby Dunn & Baker assign to you all monies due or to become due in connection with their Contract No. 1599 with the State Highway Commission for the grading of the North Unit of the Midland-California Line Section of the Klamath Falls-Weed Highway, and also assign to you all monies due or to become due in connection with their Contract No. 1600 with the State Highway Commission for the surfacing of the Midland-California Line Section of the Klamath Falls-Weed Highway. We shall be pleased to honor these assignments.

We also acknowledge receipt of the specific assignment of Estimate No. 1 on the North Unit project, above described.

Very truly yours,

Secretary

HBG:AJ

THE BANK OF CALIFORNIA

NATIONAL ASSOCIATION

PORTLAND, OREGON

TELEGRAPHIC ADDRESS
"BANKOFCALA"-PORTLAND
CODES USED
A 1
LIEBER
BENTLEY'S
BROOMHALL
WESTERN UNION
A B.C 5TH EDITION
PETERSON 3RD EDITION

March 19, 1934

State of Oregon
Highway Department
Salem, Oregon

Attention - Mr. Glayser

Gentlemen:

We enclose herein general assignments of claims dated March 16th of Dunn and Baker, Inc. for all money due or to become due on Contract No. 1599 for grading on the Midland California Line Section on the Klamath Falls-Weed Highway in Klamath County, North Unit, and on Midland California Line surfacing and bituminous macadam project No. 1600 on the Klamath Falls-Weed Highway in Klamath County.

We also enclose their specific assignment of Estimate No. 1 on the North Unit job. If this form does not meet your requirements, will you please forward the necessary form direct to Dunn and Baker, Inc., Klamath Falls, Oregon.

Kindly acknowledge receipt and in due course remit direct to us in settlement of these claims.

Yours very truly,

Assistant Manager

AF FK
Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

February 15, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S.Public Works project NRH 205-A, surfacing the Midland-California State Line section of the Klamath Falls-Weed Highway, to Dunn & Baker, Klamath Falls, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

January 27, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany surfacing and bituminous macadam work on the Midland-California Line Section, Project No. NRH 205-A. Five bid proposals and five blueprint copies of Sheet No. 2 of the plans are being sent under separate cover.

While the enclosed estimate shows payment to be made entirely from NRH funds, it is our desire to set up regular Federal Aid funds on the project as soon as they are released. We believe that this can be done at the time the estimate as basis for modification of the agreement, is submitted.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 295-A

MIDLAND-CALIFORNIA LINE SECTION OF THE
KLAMATH FALLS-WEED HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans. Not as basis for modified agreement.)

Salem, Oregon, January 27, 1934

Grading (Contract Prices)

All Required		Clearing and Grubbing		$ 1,000.00
19,000	cu. yds.	Common Excavation	$ 0.30	5,700.00
49,000	" "	Solid Rock Excavation	0.70	34,300.00
50,000	yd. sta.	Overhaul	0.02	1,000.00
59,000	yd. mi.	Truck Haul	0.15	8,850.00
50	lin. ft.	18" Corr. Iron Pipe	2.00	100.00
40	" "	24" " " "	2.75	110.00
30	" "	30" " " "	3.75	112.50
3	cu. yds.	Class "C" Concrete	24.00	72.00
10	" "	Dry Rubble Masonry	12.00	120.00
74,000	" "	Selected Roadbed Topping	0.25	18,500.00
166,000	yd. mi.	Hauling Roadbed Topping	0.12	19,920.00
2,000	cu. yds.	Filler	0.40	800.00
5,000	yd. mi.	Hauling Filler	0.12	600.00
				$ 91,184.50

(A)

Surfacing and Bituminous Macadam (Estimated Prices)

8,500	cu. yds.	Coarse Materials in Surfacing	$ 1.25	$ 10,625.00
2,800	" "	Fine " " "	1.30	3,640.00
4,300	" "	Filler	0.25	1,075.00
13,000	yd. mi.	Hauling Filler	0.15	1,950.00
2,000	M-Gal.	Sprinkling	1.50	3,000.00
700	cu. yds.	Salvaging Surfacing Materials	0.60	420.00
10,400	" "	Mineral Aggregate in Place	2.70	28,080.00
735	tons	Asphalt in Place	24.00	17,640.00
75	"	Emulsified or Cut-back Asphalt in Seal Coat	24.00	1,800.00
8,200	cu. yds.	Cinder Shoulders	0.30	2,460.00
43,000	yd. mi.	Hauling Cinder Shoulders	0.12	5,160.00
				$ 75,850.00

	Sub-total	$ 167,034.50
	10% Engr. & Cont.	16,703.45
	Total	$ 183,737.95
Length of Roadwork	7.431 miles	
" " 1 Bridge	.022 "	
Total Length	7.453 "	
Cost per mile	$ 24,725.87	

National Recovery Highway Funds Requested........................ $ 183,737.95

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

205-a

January 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention ~~Mr.~~ H. G. Smith

Dear Sir:

In accordance with your request I am submitting herewith an estimate for maintenance materials on the Midland-State Line Section of the Klamath Falls-Weed Highway.

I am unable at this time to give you an estimate on The Dalles-California Highway between M.P. 211 and M.P. 234 as I want to spend some time looking for a quarry nearer than the one that is located 13 miles east of M.P. 210.8. I also wish to look around at Parkdale before making that estimate as the only quarry I know of is one known as the County Quarry 1.3 miles off the highway. This is an extremely hard quarry to work. Since the high water I am going to see if we cannot locate a gravel bar on the river.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl.
CC to
J. N. Bishop

NOTED
State Highway Engineer

Estimate of Cost

Midland-California Line Section

Maintenance Materials

7.45 miles

1½" - 3/4"	Maintenance Mtls. in Stock piles	400 C.Y.	@ 1.00	$400.00
3/4" - ½"	" " " " "	600 C.Y.	@ 1.10	660.00
½" - ¼"	" " " " "	1000 C.Y.	@ 1.20	1200.00
				$2260.00
	Engineering & Contingencies			226.00
				$2486.00
	Stockpile site			125.00
	Purchase of Rejections			500.00
				$3111.00

The above estimate is based upon the assumption that the maintenance materials will be produced under the same contract as the surfacing and oiling rock for this section. Detailed specifications for this project are now included in the specifications already written for the surfacing and oiling of this section.

FORM 9-C-1 11543 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

205-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

January 10, 1934

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Attention ~~Mr. H. G. Smith~~

Dear Sir:

If you will send me that section of the profile of the Klamath Falls-California State Line between Midland and the State Line I will write up the specifications for the grading and topping of the section between stations 270 and 369, as per your letter of January 9.

Yours very truly

K. D. Lytle
Division Engineer

NOTED
State Highway Engineer

kdl/c

FORM 5-A-1 11634 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

205-a

January 9, 1934

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

In answer to your letter of January 6th, requesting permission to extend the Midland-California Line Project from Station 369 to 270, I beg to advise that the State law prevents the extension of a contract beyond $2,000 of its original limits. Therefore you should discontinue the practice of attempting to secure the extension of existing contracts or even discussing them with the contractors. It merely causes certain contractors to continually pester the department about various extensions which they anticipate will be of great mutual benefit, and which cannot be entered into on account of the legal hinderances.

However, the grading and topping from Station 369 to Station 270 may be included with the surfacing contract which we are about to let, and if you will forward the estimate and specifications for this immediately I will endeavor to have it included with that contract.

I am also waiting for additional information from the rock quarry which is being further tested at your latest report. It is very important to clean up the remainder of the contract and I would appreciate full information for this surfacing contract as soon as possible.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

CC to
R.H. Baldock

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

FORM 8-A-1 11934 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

[illegible]

December 12, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

We are about to let a contract for the surfacing and bituminous macadam on the Midland-California State Line Section and wish to inquire whether anything new has developed concerning the quarries. You show these quarries as follows:

1 - 2,000 ft. northwest of Sta. 475
2 - .4 Mi. west of Station 591

Please advise if these quarries should still be used for the project and when we should specify the beginning date, which I presume will have to be after the grading contract is finished.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

FORM 5-C-1 11549 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

November 18, 1933

RECEIVED
NOV 20 1933
STATE HIGHWAY

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: ~~Mr~~. H. G. Smith.

As requested I am sending herewith the estimate of cost of Surfacing and Oiling of the Klamath Falls-Midland Section of the Klamath Falls-Weed Highway. A few changes in the quantities were made so that the totals of the two jobs added together will not in all instances equal the totals of the job as written up previously in one unit.

I have been unable to complete the Specifications for this section.

You will note that the unit costs used on this estimate are higher on the crushed rock, mineral aggregate and maintenance materials than the ones previously used, as Kelley just 'phoned the office that the quarry at Reames golf course which we had contemplated using had turned out to be a dud, and in order to be sure and have enough money for the job I have figured the haul on these materials from the quarry at Klamath Straits which increased the haul from about 2.9 miles to 6.5 miles away.

Yours very truly,

K. D. LYTLE,
Division Engineer.

KDL/e
encl.

Division Engineer's

Estimate of Cost

Klamath Falls-Weed Highway

8.80 Miles of Surfacing & Oiling

Rock Surfacing	54,000	C. Y.	@	1.40	$75,600.00
Filler	11,000	C. Y.	@	.25	2,750.00
Filler Haul	33,000	Yd.Mi.	@	.11	3,630.00
Sprinkling	5,700	M. Gals.	@	1.20	6,840.00
Salvaged Surf. Mtls.	600	C. Y.	@	.60	360.00
Handling Salv. Surf. Mtls. Through Stockpiles	2,400	C. Y.	@	.35	840.00
Hauling Salvaged Surf. Mtls.	4,800	Yd.Mi.	@	.15	720.00
Selected Roadbed Topping	20,300	C. Y.	@	.40	8,120.00
Hauling Sel. Roadbed Topping	76,000	Yd.Mi.	@	.12	9,120.00
Preparation of Base	9.1	Mi.	@	100.00	910.00
Mineral Aggregate in Place	12,000	C.Y.	@	2.40	28,800.00
Asphalt in Place	750	Tons	@	23.00	17,250.00
Emulsion or Cub-back Asphalt in Place	90	"	@	23.00	2,070.00
1½"-3/4" Maint. Mtls. in S. P.	500	C.Y.	@	1.50	750.00
3/4" - ½" " " " " "	700	C.Y.	@	1.60	1,120.00
½" - ¼" " " " " "	1,200	C.Y.	@	1.70	2,040.00
Cinder Shoulders	2,600	C.Y.	@	.25	650.00
Hauling Cinder Shoulders	24,000	Yd.Mi.	@	.09	2,160.00
					$163,730.00
Engineering & Contingencies					16,373.00
					$180,103.00

205-a

November 16, 1933

Dunn & Baker, General Contractors
Klamath Falls, Oregon

Attention: C. A. Dunn

Gentlemen:

With reference to your letter of the 15th inst. concerning your request of October 28th for forms of assignment to be used in assigning your estimates to banks.

I am enclosing a copy of my letter dated October 30th replying to yours of October 28th. I am also sending another set of the assignment forms mentioned in that letter. Evidently my previous letter was lost in the mail.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

HBG:RMB
encl.

PRESIDENT J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

RECEIVED
NOV 16 1933
OREGON
STATE HIGHWAY COMMISSION

November 15, 1933

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Under date of October 28th we wrote you in regard to Form of Assignment for use in assigning estimates to banks. If you do not have this Form, kindly advise us. We are holding up the matter until we hear from you.

Respectfully yours,

DUNN & BAKER

By C. A. Dunn

CAD:LAF

205-a

October 30, 1933

Gen. 1537

Dunn & Baker
Klamath Falls, Oregon

Attention: C. A. Dunn

Gentlemen:

Responding to your request of October 28th I am enclosing several of our assignment of claim forms for use in assigning payments due you from the State in connection with your contract for the construction of the Midland-State Line Section of the Klamath Falls-Weed Highway.

It is our thought that you wish to assign all payments due you in connection with this project, wherefore, we have filled out the assignment form in that manner. If it is your intention to assign each estimate separately the exact amount of the estimate must be shown because we cannot honor any assignment that would necessitate the splitting of an estimate. Blank assignment forms are enclosed for the assigning of the individual estimates. This office should be furnished with two signed copies of the assignment. It is also required that the assignment be consented to by your surety on your bond.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC
encl.

NOTED [illegible] 31 [illegible]
CARL F. [illegible]

UNN, PRESIDENT

J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

October 26, 1933

RECEIVED
OCT 30 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In connection with our work on Midland-State Line Highway, it will be necessary for us to make an assignment to the bank as security for borrowing money in connection with the work, as authorized by the INDUSTRIAL RECOVERY ACT Section 207, Page 12.

Would you kindly send us the form which you desire us to use in connection with these assignments?

Respectfully yours,

DUNN & BAKER

By C. A. Dunn

CAD:LAF

November 15, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Midland-California State Line Section, Project No. [illegible]-375-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Kash/ME

Encls.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-208-A

MIDLAND-CALIFORNIA STATE LINE SECTION

OF THE KLAMATH FALLS-WEED HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 9, 1933.

All Required		Clearing and Grubbing		$ 1,000.00
19,000	cu. yds.	Common Excavation	$ 0.30	5,700.00
49,000	" "	Solid Rock Excavation	0.70	34,300.00
50,000	yd. sta.	Overhaul	0.02	1,000.00
59,000	yd. mi.	Truck Haul	0.15	8,850.00
50	lin. ft.	18" Corr. Iron Pipe	2.00	100.00
40	" "	24" " " "	2.75	110.00
30	" "	30" " " "	3.75	112.50
3	cu. yds.	Class "A" Concrete	24.00	72.00
10	" "	Dry Rubble Masonry	12.00	120.00
74,000	" "	Selected Roadbed Topping	0.25	18,500.00
166,000	yd. mi.	Hauling Roadbed Topping	0.12	19,920.00
2,000	cu. yds.	Filler	0.40	800.00
5,000	yd. mi.	Hauling Filler	0.12	600.00

Sub-total $ 91,184.50
10% Engr. & Cont. 9,118.45

Total.....................$ 100,302.95

Length of Roadwork	7.431 miles
" " 1 Bridge	.022 "
Total length	7.453 "
Cost per mile	$ 13,457.94

National Recovery Highway Funds Requested.......$ 100,302.95

State Funds for Construction: Chap. 178, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

FORM 8-D-1 71849 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

7,5-12

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

November 9, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

In writing the specifications for the surfacing and oiling of the Klamath Falls-Weed Highway I thought it would be better to include the Selected Roadbed Topping in with the Surfacing as this would afford the contractor an opportunity to handle the talus at Klamath Straits more effectively and he could, if necessary, run the materials through his screens as he would be set up at this place.

The amount set up for the surfacing of the section topped with talus may seem large but I was afraid to specify any less for fear that a thinner course would not be sufficient to smooth out the top.

The surfacing for the balance of the road follows closely the plan used at Ft. Klamath and the quantities used are about the same. Where the thickness is 18" I have split the sub base into two layers and have planned to place between the two a spread of 1½" - ½" rock to key up the bottom layer. This bottom layer will be 1½" - dust to avoid increasing the amount of filler.

The quarry situation on this job is not, as yet, satisfactorily settled. I have no doubt that there will be unlimited rock at the Straits quarry (Sta.475) but to date our exploration of the Reams quarry has not progressed to the point where we can say definitely whether or not we have a satisfactory quarry at that point. I have written the specifications so that the contractor must satisfy himself as the amounts of rock available from the pits, etc. Kelley is to report tomorrow on what has been found in the last few days. I talked to Kelley a few days ago regarding this site and he seemed confident that we would find rock around the top of the hill. As soon as we have anything definite I will advise you.

In the grading specifications you will note that I have used a single classification for the material in the fills to the S. P. railroad crossing. I did this in order to have a different name other than common excavation for the fill as I did not want to pay overhaul and truck haul on the materials that go into this fill. My reason for not wishing to pay haul on this material is that I thought it would be extremely hard to make an accurate computation of the overhaul quantities when the materials are taken from the tract of land designated.

The entire cost of the highway is as follows:

		+10%
# Midland to State Line, Grade & Top	91,184.50	100,302.95
Klamath Falls-Midland Grading	151,062.50	166,168.75
Klamath Falls-State Line Surf. & Oil.	203,240.00	223,564.00
	445,487.00	490,035.70
Less Cost of Maintenance Rock	5,870.00	6,457.00
	439,617.00	483,578.70
Preliminary Estimate on Bridges		116,162.70
		$599,741.40

# Under contract.

Our original estimate on this route, including grading bridges, surfacing and oiling, was $580,470.82.

The $400,000. set up on the loan plan plus the $199,000. set up under the six million will come quite close to the estimates.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

205-a

November 9, 1933

Dunn & Baker
Klamath Falls
Oregon

Gentlemen:

We are mailing you by express an executed copy of the contract that was awarded to you by the State Highway Commission for the grading of the Midland-California Line Section of the Klamath Falls-Weed Highway in Klamath County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

205-a

October 27, 1933

Dunn & Baker
Box 431
Klamath Falls, Oregon

Gentlemen:

For use in connection with the Midland-California Line Grading Project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Courthouse, Klamath Falls, Oregon.

A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

R. H. Probert
Office Engineer

RHP:GS

Encl.

cc Mr. K. D. Lytle

Mr. C. C. Kelley

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 205-A, the Midland-California Line section of the Klamath Falls-Weed Highway, to Dunn & Baker, Klamath Falls, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. ________

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
SEP 26 1933
OREGON

September 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Oregon project statement No. 205 was approved on September 22. Approvel is subject to the condition that when the improvement is undertaken on the section which involves the crossing of the Southern Pacific Railway, the plans, specifications and estimate will include provision for a grade separation structure.

Plans, specifications and estimate for Oregon NRH 205-A, the Midland-California State Line section of the Klamath Falls-Weed Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

September 16, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany grading plans for grading of the Midland-California State Line Section, Project No. NRH-205-A.

Five bid proposals, five sets of blueprint plans, and one set of original cross-sections are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-205-A

MIDLAND-CALIFORNIA STATE LINE SECTION

OF THE KLAMATH FALLS-WEED HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany grading plans. Not as basis for project agreement.)

Salem, Oregon, Sept. 16, 1933

All Required		Clearing & Grubbing		$ 600.00
19,000	cu. yds.	Common Excavation	$0.30	5,700.00
49,000	" "	Solid Rock Excavation	0.80	39,200.00
50,000	yd. sta.	Overhaul	0.03	1,500.00
59,000	yd. mi.	Truck Haul	0.15	8,850.00
50	lin. ft.	18" Corr. Iron Pipe	2.00	100.00
40	" "	24" " " "	3.00	120.00
30	" "	30" " " "	4.50	135.00
3	cu. yds.	Class "C" Concrete	25.00	75.00
10	" "	Dry Rubble Masonry	6.00	60.00
74,000	" "	Selected Roadbed Topping	0.50	37,000.00
166,000	yd. mi.	Hauling Roadbed Topping	0.15	24,900.00
2,000	cu. yds.	Filler	0.40	800.00
5,000	yd. mi.	Hauling Filler	0.15	750.00
			Sub-total	$119,790.00
			10% Engr. & Cont.	11,979.00
			Total	$131,769.00 ✓

Length of Roadwork	7.431 miles
" of 1 Bridge	.022 "
Total length	7.453 "
Cost per mile	$17,732.33

National Recovery Highway Funds Requested $131,769.00

CONTRACT #1529,
1541, 1574,

NRM 176-B North Salem Sec. 1933

1529 - 1541 - 1574

May 10, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

3836.33

Dear Sir:

Herewith are enclosed four copies of final voucher in amount of $3,678.25 for the North Salem Section, Project No. NRM 176-B.

This project was constructed in accord with the plans which you now have, except for the section between Sta. 43+35 and 57+67 at the north end, where the proposed grade separation structure will occasion the destroying of the present pavement. Accordingly, only a light resurface was placed on that section of pavement and this being a deviation of the approved plan we have not included the cost of that work in the final voucher.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

J 49 3678.25
52 158.08
3836.33

RH Baldock ✓

Cost Analysis Final Report April 8, 1935

Pacific Highway, North Sal[illegible] Section, Widening and Resurfac[illegible] Contract 1541

Prefix 24 EK.

L.O.Herrold Contractor
J.H.Neef Res Const Engineer

NOTED
Div. Highway Engineer

1768

	Total Cost	Quantity		Unit Cost	Unit Bid	Gross Earned
Pavement Removal	706.54	1937.4	sq yds	0.364	0.50	968.70
Catch Basin Replacement	200.34	18	only	11.13	30.00	540.00
Concrete Sidewalk	1282.38	637.2	sq yds	2.01	1.85	1178.82
Concrete Curbs	4183.78	7107.2	li ft	0.588	0.60	4264.32
Concrete Driveway Aprons	3544.84	1601.2	sq yds	2.21	2.25	3602.70
Concrete Pavement	11158.60	4953.9	" "	2.25	2.20	10898.58
Concrete Base	1926.01	991.6	" "	1.94	2.00	1983.20
3/4" Expansion Joint	97.50	656	li ft	0.15	0.20	131.20
1/2" " "	273.04	2254.5	" "	0.136	0.12	270.54
1/2" x 2" Contraction Jt	86.30	2006	" "	0.04	0.05	100.30
Dowels	122.50	515	only	0.245	0.25	128.75
Class "A" Asphaltic Concrete	11576.68	1758.75	ton	6.58	6.10	10728.38
" "D" " "	6834.88	1071	"	6.38	6.10	6533.10
" "E" " "	782.98	114	"	6.87	8.00	912.00
Surface Finish Coat	871.96	20906.3	sq yds	0.04	0.07	1463.44
P.A.#1 Excavation andd Crushed R	419.08					444.75
Force Work	1160.88					1143.09
Totals	45228.29					45291.87
Cement Deduction		11.9			2.55	30.35
Rent on State Equipment						1.00
		Gross Earned				45260.52

Gross Earned	45260.52
Total Cost	45228.29
Net Profit	32.23

[illegible] Final Report A[illegible] 8, 1935

Pacific Highway, North Salem Section, Widening and Resurfacing Contract 1541 Pref 24 PK
L.O.Herrold Contractor
J.H.Neef Res. Const Engineer

Labor						
Labor					14543.62	
Supervission (Includes Mr.& Mrs L.O.H. 8 mo. at $200.00					2847.44	
State Indust Acc Insurance					814.34	1820 5.40
Materials						
Cement	2278.75	Bbls	at	2.55	5810.81	
Cone Sand	970.5	cu yds	"	1.60	1552.80	
Cone Gravel	1177.75	" "	"	1.25	1472.19	
Sub Base Gravel	57.5	" "	"	1.25	71.87	
Dust Filler	11.95	" "	"	8.22	98.03	
Mack Sand	264	" "	"	0.65	171.60	
Crushed Rock from Cremer Q	2188.$	" "	"	1.32	2888.82	
Willametteriver Screenings	335	" "	"	1.60	536.00	
Crushed River Gravel	601.5	" "	"	1.35	812.02	
3/4" x&7" Expansion Joint	670	li ft	"	0.0928	60.32	
1/2" x7" " "	2300	" "	"	0.0684	157.32	
1/4" x 2" Contraction Jt	3000	" "	"	0.0148	44.40	
Dowels	500	only	"	0.15	75.00	
Grade "D" Asphalt	163.86	ton	"	12.00	1966.32	
Freight on Asphalt	163.86	"	"	7.70	1367.51	
Demurrage on Asphalt					21.85	
Crushed Rock for Surfacing	182	cu yds	"	1.32	240.24	
Sewer Pipe	104.$	li ft	"	0.36	37.72	
Sewer Pipe	2.5	" "	"	.52	1.30	
Freight on Steel					28.98	
					17415.10	
Crushed Rock sold	465.5	cu yds	"	1.60	745.89	
	Total Materials					16669.21
Expense						
Equipment Rental					2080.25	
Gas, Oil, Grease & Coal					600.85	
Fuel Oil and Power					696.94	
Repair Parts					220.60	
Small Tools					125.90	
Lumber					661.02	
Freight & Cartage					667.75	
Bond 1% Gross Earnings					452.60	
Liability Insurance					261.74	
Rehabilitation & Plant Erection except labor					2686.02	
Truck Rentals					1598.62	
Misc. Expense					301.39	10353.68
	Grand Total					45228.29

Cost Analysis Final Report

April 8, 1935.

This job consisted of widening and resurfacing 5116 lin. ft. of pavement on North Capitol Street and Fairgrounds Road. Old curbs, sidewalks, catch basins, etc., were removed and replaced with new which were placed from 5 to 7 feet back. Concrete widening strips 5 to 7 feet wide, 7 inches thick were laid on each side and about 2 inches higher than the old pavement. Old pavement was then resurfaced with about 2 inches of Asphaltic concrete.

The job was started November 28, 1933, and completed August 1, 1934. Winter weather, inexperienced men employed through County Employment Bureau, lack of organization, and heavy traffic delayed progress and increased cost.

A one-sack mixer was used on curbs and sidewalks. A two-sack mixer was used on concrete pavement widening strips. Mineral aggregate was hauled from stock pile to mixers in wheelbarrows. Mixed concrete was hauled in two wheeled carts. A crew of 24 men mixed and laid only an average of 30 square yards per hour of 7-inch pavement, mixer operating time. An old asphaltic concrete paving plant was shipped in from Medford. It was necessary to repair, replace or rebuild almost every part of the plant before it could be erected. The capacity of the pug was increased from 1000 pounds to 1500 pounds per batch when rebuilt. The cost of moving in, rehabilitation and erection of the plant amounted to $5,741.00. This small job did not warrant this much expense for a paving plant, but the contractor may have other work in view; however, nothing definite to date. 93.3 per cent of the asphaltic concrete produced by this plant to date was used on this job and 93.3 per cent of the cost of moving in, rehabilitation and erecting has been included in the cost against this job. The job shows practically no profit but the contractor now has a paving plant in good condition.

The asphaltic concrete was spread and raked by hand labor methods. Two 6-hour shifts worked 12 hours per day. One steam roller and one 10-ton gas roller were used.

Summary of paving plant time:

Plant operating time	131 hours	81%
Plant delays	16 "	10%
Street delays	14 "	9%

2,997.75 tons of asphaltic concrete were produced in 131 hours plant operating time; an average of 22.7 tons per hour.

2,657 cubic yards of mineral aggregate were used to produce 2,997.75 tons of asphaltic concrete; an average of 0.87 cubic yards per ton. The mineral aggregate was obtained from a quarry located two miles west of West Salem on Salem-Dallas Highway, the Oregon Gravel Company, and a muck sand pit on the Slough Road south of Salem.

E. H. Clymer
By Ross C. Miles

#1541

176B

February 5, 1935

Mr. Clarence D. Porter, Manager,
Fidelity & Deposit Company of Maryland,
Failing Building,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of February 4th concerning the L. O. Herrold Contract No. 1541 for the construction of the North Salem Section of the Pacific Highway in Marion County.

Please be advised that the above contract was completed on August 1, 1934 and was accepted August 17, 1934. The total amount paid the contractor was $45,260.52 of which amount $1,145.09 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

RTMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Failing Building
PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

FEBRUARY FOURTH,
1 9 3 5.

Mr. H.B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

RE: #3774900-A, L.O. Herrold,
Contract #1541 construction
North Salem Sec. of Pacific
Highway in Marion County.

Dear Sir:

Please give us the following information in connection with the above contract:

Has contract been completed and accepted?
If so, date?
Amount paid contractors to date?
Amount retained?
If work not completed, is is progressing satisfactorily?
Probable date of completion?

Very truly yours,

Clarence D Porter

Clarence D. Porter,
Manager.

CDP:DC

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 26, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Grade Crossing Project No. WPGM 176-B, the Salem Undercrossing of the Southern Pacific Railway, Pacific Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is yourauthority for advertising.

The structural plans have not as yet received a detailed check by our bridge department, but have been approved as satisfactory for advertising, subject to any changes that might be found necessary.

Our approval of this project is also conditioned upon your office obtaining a statement from the State Administrator of WPA that relief labor is available.

Very truly yours,

W. H. LYNCH
District Engineer

By T. R. Davis
T. R. Davis
Highway Engineer

Jm

#1541

176B

December 24, 1934

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1541 for the construction of the North Salem Section of the Pacific Highway in Marion County has been completed by the contractor, L. O. Herrold, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 5, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $45,260.52 including the final payment. Of this amount $1,145.09 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

176B

November 15, 1934

Mr. G. C. Fenlason,
Attorney at Law
Pittock Block
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of November 14 enclosing affidavits of your clients, the Balzer Machinery Company and Pacific Finance Corporation, with regard to their claims against contractor L. O. Herrold arising out of his contracts with the State Highway Commission for the construction of the paving on the North Salem Section of the Pacific Highway in Marion County and the grading and bituminous macadam construction on the Brunk's Corner-West Salem Section of the Salem-Dallas Highway in Polk County, State Highway Contracts Nos. 1541 and 1572 respectively.

176B NRS 18

In accordance with your request we are sending to you today, by express, a certified copy of each of these contracts.

According to our records, the North Salem paving project, Contract No. 1541, was completed on August 1, 1934 and was accepted by formal action by the State Highway Commission on August 17, 1934. The Brunk's Corner-West Salem job, Contract No. 1572, has not yet been completed.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

Form [illegible]—5M—8-34

ORE[illegible] STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 3, 1934

Section North Salem

Kind of work Paving & Regrading

Highway Pacific

Section prefix 24PK NRM 176 - B

Contractor L. O. Herrold

Contract number 1541

Date of contract November 15, 1933

Date of completion July 31, 1934

Date work started November 28, 1933

Estimated date of completion , 193

Amount of contract $ 44,841.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 45,589.47

Per cent of contract completed, based on total contract price 100 %

Est. Survey Costs to Date	725.00	1.59
Con. *Engineering costs to date, $*	4742.45	10.40 %
Total	5467.45	11.99

Date project was completed August 1, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi Final Estimate completed, except that Price Agreement made up to cover cement adjustment to be approved. Semi Final Estimate will be submitted Monday Nov. 5th.

DIV[illegible] ENGINEER

NOTED
H. G. SMITH

RECEIVED
NOV 5 - 1934
[illegible]

Signed Jno. H. Neef R.S.

Address Res. Constr. Eng'r. Salem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

1.B

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

176B

Cost Data to August 15 Sept. 13, 1934.

Pacific Highway, North Salem Section, Widening and Resurfacing, Contract 1541, Prefix 24 PK.

L. O. Herrold - Contractor
John H. Neef, Resident Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Pavement Removal	$ 706.54	1677 Sq.Yds.	0.42	.50	$ 838.50
Catch Basins	200.34	18 Only	11.13	30.00	540.00
Concrete Sidewalks	1,282.38	638 Sq.Yds.	2.01	1.85	1,180.30
Concrete Curbs	4,183.78	7008 Lin.Ft.	0.59	.60	4,204.80
Concrete Driveways	3,544.84	1604 Sq.Yds.	2.21	2.25	3,609.00
Portland Cement Concrete Pavement 7"	11,839.26	4938 Sq. Yds.	2.39	2.20	10,863.60
Portland Cement Concrete Base - 6"	1,926.01	970 Sq.Yds.	1.98	2.00	1,940.00
3/4 Expansion Joint	97.50	650 Lin.Ft.	0.15	0.20	130.00
1/2 Expansion Joint	232.00	1600 Lin.Ft.	0.14½	0.12	192.00
Contraction Joint	86.30	2140 Lin.Ft.	0.04	0.05	107.00
Dowels	122.50	500 Lin.Ft.	0.24½	0.25	125.00
Class "A" Asphaltic Concrete	11,545.53	1758¾ Tons	6.56	6.10	10,728.38
Class "D" Asphaltic Concrete	6,806.08	1071 Tons	6.45	6.10	6,533.10
Class "E" Asphaltic Concrete	782.98	114 Tons	6.87	8.00	912.00
Surface Coating	871.96	18600 Sq.Yds.	0.05	0.07	1,302.00
P. A. #1	393.38				442.50
F. A. O.	1,160.08				1,160.08
Total	$45,781.46				$44,808.26

Total Cost	$45,781.46
Gross Earnings	44,808.26
Net Loss	$ 973.20

Net Loss Equals 2% of Cost.

E. H. Clymer

Cost Analysis to August 15, 1934. Sept. 13, 1934.

Pacific Highway, North Salem Section, Widening and Resurfacing, Contract 1541, Prefix 24 PK

L. O. Herrold, Contractor
John H. Neef, Resident Engineer.

Labor		$14,543.62	
Labor		2,847.44	
Supervision (Includes L. O. Herrold Salem Office 6 Mo. at $200.00)		814.34	
State Industrial Accident Commission		$18,205.40	
Materials	2278.75 Bbls. at $2.55	$ 5,810.81	
Cement	970.5 Cu. Yds at $1.60	1,552.80	
Concrete Sand	1177.75 " " " 1.25	1,472.19	
Concrete Gravel	57.5 " " " 1.25	71.87	
Gravel for Sub-base	11.93 " " " 8.22	98.03	
Dust Filler	264 " " " .65	171.60	
Muck Sand	2188.5 " " " 1.32	2,801.28	
Crushed Rock from Crozer	465.5 " " " 1.60	744.80	Cr.
Cr. Sold to Salem Sand & Gravel	335 " " " 1.60	536.00	
Willamette River Sand and Screenings	6015 " " " 1.35	812.02	
Crushed River Gravel	670 Lin. Ft. " .0928	60.32	
Expansion Joints	1700 " " " .0684	116.28	
Expansion Joints	3000 " " " .0148	44.40	
Contraction Joints 1/2 x 2	500 " " " .15	75.00	
Dowels	163.86 Tons " 12.00	1,966.32	
Grade "D" Asphalt		1,367.51	
Freight "D" Asphalt at 163.86 tons at $7.70 + Return of Over		21.85	
Demurrage "D" "	182 Cu. Yds. at 1.32	240.24	
Crushed Rock for Surfacing	104.5 Lin. Ft. " .36	37.72	
Sewer Pipe	2.5 " " " .52	1.30	
Sewer Pipe		28.98	
Freight on Steel Expansion J		$16,541.72	
Equipment Rentals, Supplies and Miscellaneous		$ 1,847.98	
Equipment Rental		600.85	
Gas, Oil and Grease		724.92	
Fuel Oil		1,598.62	
Hired Trucks including Gas, Oil and Grease		736.65	
Parts and Repairs		264.09	
Small Tools		301.39	
Supplies and Miscellaneous			
Lumber for Forms, Driveway Protection and Miscellaneous (Not including		661.02	
Paving Plant Erection)		667.75	
Freight and Cartage		434.66	
Bond 1 % of Gross Earnings		2,686.02	
Rehabilitate and Erect Paving Plant (Not including Labor)		160.38	
Liability Insurance			
		$10,684.33	
Grand Total		$45,431.45	

E. H. Clymer

Cost Analysis to August 15, 1934. Sept. 13, 1934.

Showing average cost of Asphaltic Concrete per ton.

	Cost	Quantity	Unit Cost
Freight - Moving In	$ 537.29	2997.75	0.179
Rehabilitate and Erect Plant	4,819.69	"	1.607
Grade "D" Asphalt (Including Freight and Demurrage)	3,355.63	"	1.119
Mineral Aggregate Crushed Rock	3,404.50	"	1.135
Mineral Aggregate Muck Sand	269.63	"	0.089
Operate Paving Plant	2,042.12	"	0.68
Hauling Asphaltic Concrete	1,292.65	"	0.43
Lay Asphaltic Concrete	2,207.97	"	0.736
Bond	194.75	"	0.065
Supervision and Overhead	1,186.64	"	0.395
L. O. Herrold - Office Expense	400.00	"	0.133
Traffic Control	295.68	"	0.098
	$20,006.55		

Total Cost	$20,006.55		6.673
Gross Earnings	19,475.48		6.490
Net Loss	$ 531.07	Equals	0.183

Cost of moving in, rehabilitating and erecting paving plant was prorated over total tonnage produced to date. 93.3 per cent of the cost chargeable to this job is included above.

t Analysis to Au 15 1934

Pacific Highway,North Salem Section,Widening and Resurfacing,Contract 1541,Prefix 24 PK.

L.O.Herrold,Contractor
Jno Neef,Resident Engineer

Remarks:

This job consisted of widening and resurfacing 5116 lin ft of pavement on No Capital St and Fair Ground Road.Old Curbs,sidewalks,catchbasins ,etc were removed and replaced with new which were set back from 5' to 7'.Concrete widening strips 5' to 7' wide 7" thick were laid on each side and about 2" higher of old pavement.Old pavement was then resurfaced with about 2" of Asphaltic Concrete.

The Job was started started Nov 28,1933 and was completed Aug 1,1934.Winter weather,inexperienced men employed thru County Employment Bureau,lack of organization, and heavy traffic delayed progress and increased cost.

A 1 sack mixer was used on curbs and sidewalks.A two sack mixer was used on concrete pavement widening strips.Mineral Aggregate was hauled from stockpile to mixer in wheelbarrows.Mixed concrete was hauled in two wheel carts.A crew of 24 men mixed and laid an average of only 30 Sq Yds of 7" pavement per hour mixer operating time.

An old Asphaltic Concrete Paving Plant was shipped in from Medford.It was necessary to repair,replace or rebuild almost every part of this plant before it could be erected.The capacity of the pug was increased from 1000 pounds per batch to 1500 pounds per batch when rebuilt.The cost of moving in,rehabilitation and erection of the plant amounted to $5741.00.This small job did not warrant this much expense for a paving plant,but the contractor may have other work in view,however nothing definite to date.93.3 % of the asphaltic concrete produced by this plant to date was used on this job and 93.3 % of the cost of moving in,rehabilitation and erecting has been included in the cost against the job.The job shows a loss but the contractor now has a Paving Plant in good condition.

The Asphaltic Concrete was spread and raked by hand labor methods.Two six hour shifts worked 12 hours per day.One Steam Roller and One 10 ton gas roller were used.

Summary of Paving Plant Time

Plant Operating Time	131 hrs	81 %
Plant Delays	16 "	10 %
Street "	14 "	9 %

2997.75 Tons of Asphaltic Concrete was produced in 131 hours plant operating time an average of 22.7 tons per hour.

2637 Cu Yds of Mineral Aggregate was used to produce 2997.75 tons of Asphaltic Concrete an average of 0.87 Cu Yds per ton.The Mineral Aggregate was obtained from Quarry located 2 miles West of West Salem on the Salem Dallas Hwy, and the Oregon Gravel Company.

Final report will be issued as soon as final quantities are available.

E.H.Clymer

By Ross C Miles

#1574

171B

September 4, 1934

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1574 for the construction of a bridge over North Mill Creek on the Pacific Highway in Marion County in the City of Salem, has been completed by the contractors, Settergren Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after September 24, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, except a claim of Mrs. D. P. Slater in the sum of $1,000.00 for damages to property by reason of blasting, and you are advised that the State assumes no responsibility for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $8,040.53 including the final payment. Of this amount $1,171.15 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

August 14, 1934.

Mr. J. M. Devers:

With reference to Mr. Slater's claim for compensation arising from the blasting operations at the North Capitol Street Bridge in Salem, I would like to discuss this matter with you before anything further is done.

I think testimony from members of our organization would show: (1) that the character of the shooting was not such as to involve any material damage. In fact, the glassware which sat on the shelves of the store immediately adjacent to the bridge was not even rattled by the concussion of the shots. (2) That the damage observed by an inspection of Mr. Slater's house, consisted in the cracking of certain foundation walls and the cracking of plaster.

The Slater house is a new house, and as you know new houses are apt to crack both in the concrete basement walls and in the plastering. Whether or not this cracking was a direct result of shooting, we do not know. It is quite certain, however, that shooting adjacent to a new house would damage it more than a house which had taken a settlement.

Mr. Reeves feels that $200 will probably be sufficient to fill up the cracks and redecorate the rooms. It is Mr. Baldock's idea that if we can settle within the $200 limit, we should do it as a matter of justice and equity. If, on the other hand, the owner will not settle for this amount, we have no recourse, and I presume that he will have to bring action against the contractor and his bondsman.

C. B. McCullough

NOTED
State Highway Engineer

CBM:AP
cc Mr. Baldock

FORM B-S-1 14784 . 5M 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

NRM
176-B

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 28, 1934

Mr. H. B. Glaisyer
Office

Dear Sir:

We wish to advise that Settergren Bros. have completed all work under Contract No. 1574, North Mill Creek Bridge in Salem. This work was completed on June 4, 1934.

Will you please secure permission for us to pay the final estimate on this job?

Very truly yours

C. B. McCullough
Bridge Engineer

By WAReeves
W. A. Reeves
Office Engineer

WAR LD

____ Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

Ore. U.S.P.W. NRM 176-B

May 31, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Ton

2 carbon copies.

Agr. 19521

Form P. R. 2

State Oregon

U.S.Public Works Project No. [illegible]-176, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5513

2 carbon copies.

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of April, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 25th day of September, 1933, a revised project statement, which was approved by the Secretary on the 9th day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 2 of said project which were recommended for approval by the United States District Engineer on the 10th day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

fifty-six thousand, eight hundred forty-nine and 65/100

dollars ($56,849.65) as the share of the United States payable under said act on account of Section 2 of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

2 carbon copies.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 43+35 at the north city limits and survey station 0+18 at the north curb line of Madison Street, also widening of intersections at Madison Street between stations 0+45 and 1+14, at Shipping Street between stations 8+70 and 12+00, at Market Street between stations 19+31 and 20+67 and at Center Street between stations 50+94 and 52+67 and a bridge across North Mill Creek between stations 39+41.4 and 40+03.5 length 0.975 of a mile~~s~~ in Marion County, being Section B of Oregon U.S. Public Works project No. NRM-176, consisting of 0.964 of a mile~~s~~ of roadway and one bridge~~s~~ ~~each~~ of more than 20 feet clear span, 0.011 of a mile in length, known locally as the Pacific Highway, Fairgrounds Road and Capitol Street in the City of Salem.

8—5518

2 carbon copies.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

2 carbon copies.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 3 of said project shall not in any event exceed the sum of fifty-six thousand, eight hundred forty-nine and 65/100 dollars ($ 56,849.65), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is xxxx), the approved total estimated cost of Section 3 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project ~~in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State~~ in the manner herein set forth, to wit: Maintenance of the project will be by (Include reference to statute authorizing funds and probable amount annually available) the City of Salem pursuant to its agreement of October 30, 1933 with the Highway Department.

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

2 carbon copies.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 18 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8--5518

Acting Chief, Bureau of Public Roads

2 carbon copies.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRH-176-B, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $56,849.65 as the total estimated cost of said project, and the sum of $56,849.65 as the share of the United States, payable under said acts on account of such project, which is the ~~[illegible]~~ total estimated cost.

Done at the city of Washington, this 18 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture.

By ________________
Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 1931 8—4829

JHN:NG
2 carbon copies.

FORM 3-A-1 11884 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

176-D

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

112-4d

OREGON STATE HIGHWAY COMMISSION

SALEM

May 13, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Salem, Oregon.

RECEIVED
MAY 1934
OFFICE OF
DIVI

Dear Sir:

Referring to attached "Memorandum to Mr. Baldock" of May 5th from H. B. Glaisyer, regards complaint of Mr. Otto Paulus, attorney, regarding accident attributable to improper lighting:

Inspector Field reports that about 12:30 A.M., May 5th, he returned to Salem from Portland, and found the warning light pot, light out, and pot 10 to 15 feet away (in roadway) from the construction sign under which it was placed. This construction sign is west of west curb near the Valley Packing Plant. He (Mr. Field) stopped and relit pot wick and replaced it under sign.

Mr. Field also states that on several occasions in making nightly rounds over job, he has foundseveral lights out, or in places such as in the tops of shrubs or on people's porches.

The Salem Police are now keeping an eye on the lights after midnight.

It is rather a surprise to realize that an attorney living in this city, knowing (as he must know) that such work was in progress would signify that he would place any reliance on construction lights to guide the front wheels of his car. The contractor's lights are not for lighting the highway but for warning the traveling public that unusual conditions exist.

The present pavement near the Valley Packing Plant is of sufficient width (40 feet in front of Valley Packing Plant and 30 feet width from a point 150 feet south of the railroad track) south so that a careful driver should not experience any difficulty in holding to the paved section.

NOTED

Very truly yours,

Jno. H. Neef,
Res. Constr. Eng'r.

cc Mr. H. B. Glaisyer:
This in answer to your
memorandum to Mr. Baldock
dated May 5th. W.E.C.

JHN:RS
2 carbon copies.

176-13

4-5

COPY

May 14, 1934

Mr. J. W. DeSouza:

I would be very grateful if you could get the releases executed in connection with the alleged damage to property arising from shooting on the North Mill Creek Bridge in Salem, at the earliest possible date so that the matter can be presented to the Commission and straightened up before any further claims develop.

C. B. McCullough

CBM:AP

cc Mr. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 8, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 27 requesting a reduction in the length of Oregon U. S. Public Works project NRM 176-B, the North Salem section of the Pacific Highway.

We are today recommending approval of this change.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Iron

10
176-B

May 5, 1934

Memorandum to Mr. Baldock:

Mr. Otto Paulus, attorney of this city, 'phoned me this morning that he had an accident last night on North Capitol Street in the vicinity of the Valley Packing Company's plant caused by the failure of the contractor L. O. Herrold to maintain satisfactory lights on his construction work at this point.

It appears that he drove his car off the road and damaged it considerably. He is not submitting a claim but simply calling this to our attention for remedial measures.

H. B. Glaisyer

HBG:AJ

cc Mr. Eason
Mr. Chandler

no planes
Valley Packing Plant
just south of plant

Otto Paulus
Rancher

Wrote Goddard 5/5

R H Baldock

MAY 8, 1934

176-B

Analysis of Cost Data to May 1 1934

Pacific Highway, North Salem Section, Widening and Resurfacing Contract 1541, Prefix 24PK.

L.O.Herrold Contractor.

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Pavement Removal	510.16	1653 sq yd	0.308	0.50	826.50
Catch Basins	115.76	11 only	10.52	30.00	330.00
Concrete Sidewalk	1144.80	573.5 sq yd	1.99	1.85	1060.97
Concrete Curb	4105.05	6870. li ft	0.597	0.60	4122.00
Conc Driveway	1442.27	737.4 sq yds	1.955	2.25	1659.15
Concrete Paving	9866.62	3768.3 sq yd	2.69	2.20	8290.60
Conc Base	668.29	273.6 " "	2.44	2.00	547.20
Expansion Joint 3/4 x 6 3/4	83.70	558 li ft	0.15	0.20	111.60
Expans Joint 1/2 x 6 3/4	87.56	600 " "	0.145	0.12	72.00
Cont Joint 1/4 x 2"	76.45	2158 " "	0.035	0.05	107.90
Dowels	99.76	406 only	0.245	0.25	101.50
Force Acct.	106.06				119.37
	18,306.48				17348,79

Total Cost	18,306.48
Gross Earnings	17,348.79
Net Loss	957.69
Net Loss equals	5.23% of Earnings

Analysis of Cost Data to May 1 1934

Pacific Highway, North Salem Section, Widening and Resurfacing Contract 1541, Prefix 24PK.

L.O.Herrold, Contractor.

Labor			7016.45	
Labor			1453.10	
Supervision(Including L.O.Herrold 4 mo @t $200.00			389.27	
State Industrial Acc Ins				8858.82
Materials	1655.5 bbls @t	2.55 net	4221.52	
Cement	505.5 cu yds "	1.60 Del	808.80	
Concrete Sand	183. " " "	1.60 "	292.80	
Screenings	886 " " "	1.25 "	1107.50	
Concrete Gravel	57.5 " " "	1.25 "	71.87	
Fill Gravel	406	0.15	60.90	
Dowels	2158 lin ft "	0.0148	31.95	
Contract Joints ¼ x 2	558 " " "	0.0928	51.78	
Ex Pan Joints 3/4x 6 3/4	600 " " "	0.0685	41.10	
" " 1/2x 6 3/4	2.5" " "	0.52	1.30	
Sewer Pipe 6"	27 " " "	0.70	18.82	
" " 8"			24.60	
Freight on Materials				6732.92
Equipment Rental, Supplies and Misc. Expense.			790.20	
Equipment Rentals			219.15	
Gas , Oil and Grease			432.50	
Truck Rental including , gas, oil and grease			128.91	
Small Tools			214.94	
Supplies and Misc.			271.94	
Repairs to Equipment			198.11	
Form Lumber			180.52	
Lumber for covering and other requirements 56%			28.98	
Freight and Cartage share of move in			172.29	
Bond			77.20	
Liability Insurance				2714.74
		Grand Total		18,306.48

Cost Dat[illegible]to May 1 1934
ighway, North Salem [illegible]ecti[illegible] Widening and Resurfacin[illegible]Contr[illegible], 1541
Prefix 24PK L.O.Herrold Contractor.

This Job consists of widening 5116 feet on both sides of the existing Highway on North Capital and Fairground Road, placing new curbs from five to seven feet back of present curbs, excavating and pouring a 7" Concrete Widening Strip and re-building, sidewalks, driveways and catch basins as required before resurfacing the existing pavement with Asphaltic Concrete.

Work was begun Nov.28, 1933, Curbs, Sidewalks and Excavation are 95% completed C ncrete Widening Paving is 60% completed, entire job is about 35% complete. Work has been carried on all winter when weather would permit. Bad weather has delayed work and increased cost.

A 3/8 yd Insley gas skimmer shovel was used for pavement removal, curb removal, and excavation for Concrete Paving. This shovel was light for work of Pavement and Curb removal causing excessive repairs, but total cost of Pavement Removal was low because the City hauled away and disposed of the waste materials.

Cost of Curbs and Sidewalks included the cost of removing the old Curbs and Sidewalks, interruptions caused by driveways and intersections, making short units, and by rainy weather has delayed progress and increased cost. A one sack mixer was used. Concrete was wheeled from mixer to forms in wheel barrows.

Cost of excavation and preparation of sub grade is included in cost of Concrete Pavement, as there is no Excavation or Haul Bid item. Excavation was done with shavel and material hauled about one mile in two yard trucks. Heavy traffic and maintaining traffic and maintaining traffic into all places of business and residences has delayed progress and increased cost of Concrete Paving.

A crew of 24 men with a two sack mixeraveraging about 30 sq yds per hour, sand and gravel are wheeled to the mixer in wheel barrows. Concrete is wheeled from the mixer to place of deposit in two wheel carts.

A 1000 pound per batch Ashaltic Concrete Paving Plant will be set up on the Oregon Electric R.R. site on Cherry Ave. in North Salem. Part of this Plant is now on the ground. This Plant was originally purchased from Clackamas County and was last used on the State job between Medford and Phoenix in 1930

E.H.Clymer

By Ross C. Miles

176B

April 20, 1934

Mr. R. H. Baldock:

In the matter of the detour on Capitol Street, it is my opinion that some little study should be given to the matter before the detour route is finally adopted.

Our Resident Engineer for the bridge job has marked a temporary detour by-passing the bridge from Capitol onto Summer and back onto Capitol again. In view of the importance of a properly selected detour, I have let the temporary detour ride over the week end until you could give it your personal attention.

I might say that in this connection there will be a group of business men from Salem who will protest the using of Summer Street because of the fact that there are a number of blocks of old and faulty pavement. This was fixed up a year or so ago but there is some question as to whether the repair will hold if the Pacific Highway traffic is turned over it. We are informed that there have been two holes punched through this pavement in the last few days. Whether this is due to our traffic or just a coincidence, I don't know. On the other hand, there will be a group of people in the Hollywood district that will probably kick if we route traffic down Fairground Road.

In view of the foregoing circumstances therefore, I think it advisable that you pass on this question yourself early Monday morning and we will change the detour signs in accordance with your desires.

C. B. McCullough

CBM LD

24-2x

176-B

April 30, 1934

The Honorable Mayor and City Council
Salem, Oregon

Attention Alderman Kuhn

Gentlemen:

It has become necessary to close a portion of Capitol Street in order to build the bridge across North Mill Creek. We have set up temporary route signs on Market to Summer, thence along Summer to Union, thence back to Capitol Street.

There are a number of complaints about this routing. Certain people suggest that we go straight south on Summer Street to Court Street; others, that we detour via Market Street and Winter Street to Court Street; others, that the Fairground Road be used to a connection with High Street; and still others wish us to retain the present routing.

The State Highway Commission has no particular interest in the matter other than that the traffic be properly cared for during this emergency and is willing to adopt the route selected by the City Council, provided that the necessary legal formalities are carried out to make the route chosen a through arterial or stop street. The State Highway Commission will be glad to sign the temporary route and install the stop signs, which we will do immediately on receipt of your advice.

Very respectfully,

State Highway Engineer

RHB:HI

March 2, 1934

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

Attention F. E. Andrews

Dear Sir:

With reference to your letter of February 28, relative to Oregon U. S. Public Works Project NRM 176-B otherwise the North Salem Section of the Pacific Highway, I contacted the contractor myself when I was walking from my home to the office and he stated that he would start the contract work just as soon as he could start the excavation. The rains the past few days have softened the ground so he will be forced to wait until it dries out again.

With reference to the bridge, our contract provided that the contractor was not to start work until he had the timber on the ground. The timber comes from the creosoting plant at The Dalles and it will be here about March 20. We do not wish the contractor to tear out the old bridge until he is in a position to speedily complete the new one, on account of the inconvenience to traffic that the detour will necessitate. I am sure that you will appreciate this condition.

Very truly yours

State Highway Engineer

RHB:HI

cc C. B. McCullough
M. C. Smith

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

February 28, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon U. S. Public Works Project NRM 176-B, the North Salem Section of the Pacific Highway.

During the recent inspection of this project it is noted that the work is proceeding at a very slow rate, the contractor using a force of only six men in placing curbs, sidewalks and driveway entrances. Only ten percent of the work has been completed and thirty percent of the time elapsed. It would seem that the placing of the concrete side strips could be done at this time without any detriment to the work, and this would provide considerable more labor for the unemployed.

On the same project it is noted that the bridge contract was let December 29th and to date no work has been started. We would suggest that instructions be given the contractor to start work immediately in accordance with the contract.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Senior Hwy. Engineer

176-B

January 25, 1934

Settergren Bros.
5627 N. E. 26th Avenue
Portland, Oregon

Gentlemen:

We are sending you by express an executed copy of the contract that was recently awarded to you for the construction of a bridge over North Mill Creek on the Pacific Highway, near Salem.

This copy is for your records and files.

Very truly yours

Secretary

AJ

January 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the North Salem Section, Project No. NRM-176-B.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM-176-B

NORTH SALEM SECTION OF THE

PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 12, 1934

ROADWORK

30' Pavement (Sta. 40/56 to 41/96)

40	tons	Class "A" Asphaltic Concrete	$ 6.10	$ 244.00
40	"	" "D" " "	6.10	244.00
10	"	" "E" " "	8.00	80.00
500	sq. yds.	Surface Finish Coat	0.07	35.00
		Sub-total		$ 603.00
		10% Engr. & Cont.		60.30
		Total		$ 663.30

Length of Roadwork 0.026 mile
Cost per mile $ 25,511.53

44' Pavement (Sta. 41/96 to 8/87)

950	sq. yds.	Removal of Old Pavement	$ 0.50	$ 475.00
13	only	Catch Basin Replacements	30.00	390.00
300	sq. yds.	Concrete Sidewalk	1.90	570.00
5,400	lin. ft.	Concrete Curb	0.60	3,240.00
500	sq. yds.	Concrete Driveway	2.25	1,125.00
5,200	" "	Portland Cement Concrete Pavement	2.20	11,440.00
150	" "	" " " Base	2.00	300.00
450	lin. ft.	3/4" Expansion Joints	0.20	90.00
2,400	" "	Contraction Joints	0.05	120.00
310	only	Dowels	0.25	77.50
1,060	tons	Class "A" Asphaltic Concrete	6.10	6,466.00
840	"	" "D" " "	6.10	5,124.00
200	"	" "E" " "	8.00	1,600.00
12,500	sq. yds.	Surface Finish Coat	0.07	875.00
		Sub-total		$ 31,892.50
		10% Engr. & Cont.		3,189.25
		Total		$ 35,081.75

Length of Roadwork 0.626 mile
Cost per mile $ 55,669.69

50' Pavement (Sta. 8/87 to 0/00 = 0/00 to 9/18)

200	sq. yds.	Removal of Old Pavement	$ 0.50	$ 100.00
5	only	Catch Basin Replacements	30.00	150.00
240	sq. yds.	Concrete Sidewalk	1.85	444.00
1,400	lin. ft.	Concrete Curb	0.60	840.00
150	sq. yds.	Concrete Driveway	2.25	337.50
1,000	" "	Portland Cement Concrete Pavement	2.20	2,200.00
200	" "	" " " Base	2.00	400.00
100	lin. ft.	3/4" Expansion Joints	0.20	20.00
1,700	" "	1/2" " "	0.12	204.00
500	" "	Contraction Joints	0.05	25.00
70	only	Dowels	0.25	17.50
350	tons	Class "A" Asphaltic Concrete	6.10	2,135.00
270	"	" "B" " "	6.10	1,647.00
40	"	" "E" " "	8.00	320.00
3,800	sq. yds.	Surface Finish Coat	0.07	266.00
		Sub-total		$ 9,106.00
		10% Engr. & Cont.		910.60
		Total		$ 10,016.60

Length of Roadwork 0.171 mile
Cost per mile $ 58,576.02

40' Pavement (Sta. 0/48 to 1/14) (Sta. 8/70 to 12/00)
(Sta. 15/31 to 20/87) (Sta. 20/94 to 22/87)

4	only	Catch Basin Replacements	$ 30.00	$ 120.00
60	sq. yds.	Concrete Sidewalk	1.85	111.00
1,200	lin. ft.	Concrete Curb	0.60	720.00
800	sq. yds.	Portland Cement Concrete Pavement	2.20	1,760.00
50	lin. ft.	3/4" Expansion Joints	0.20	10.00
400	" "	Contraction Joints	0.05	20.00
20	only	Dowels	0.25	5.00
100	tons	Class "A" Asphaltic Concrete	6.10	610.00
1,200	sq. yds.	Surface Finish Coat	0.07	84.00
		Sub-total		$ 3,440.00
		10% Engr. & Cont.		344.00
		Total		$ 3,784.00

Length of Roadwork 0.141 mile
Cost per mile $ 26,836.87

BRIDGE

Bridge over Mill Creek (Sta. 39/41.4 to 40/03.5)

630	lin. ft.	Treated Piling	$ 1.20	$ 756.00
95	cu. yds.	Class "D" Concrete	17.50	1,662.50
20,000	lbs.	Metal Reinforcement	0.047	940.00
29	M-FBM	Treated Lumber	91.50	2,653.50
130	lin. ft.	Concrete Handrail	3.60	468.00
All Required		Removal of Old Bridge		360.00
			Sub-total	$ 6,840.00
			10% Engr. & Cont.	684.00
			Total	$ 7,524.00

Length of Bridge 62.1 ft. 0.011 mile

National Recovery Municipal Funds Requested:

Roadwork:

30'	Pavement	$ 663.30
44'	"	34,861.75
50'	"	10,016.60
60'	"	3,784.00
		$ 49,325.65
Bridge		7,524.00
	Total	$ 56,849.65

State Funds for Construction: Chap. 175, laws 1917; Chap. 21, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

176-B

January 17, 1934

Fidelity and Deposit Company of Maryland
Clarence D. Porter, Manager
Failing Building
Portland, Oregon

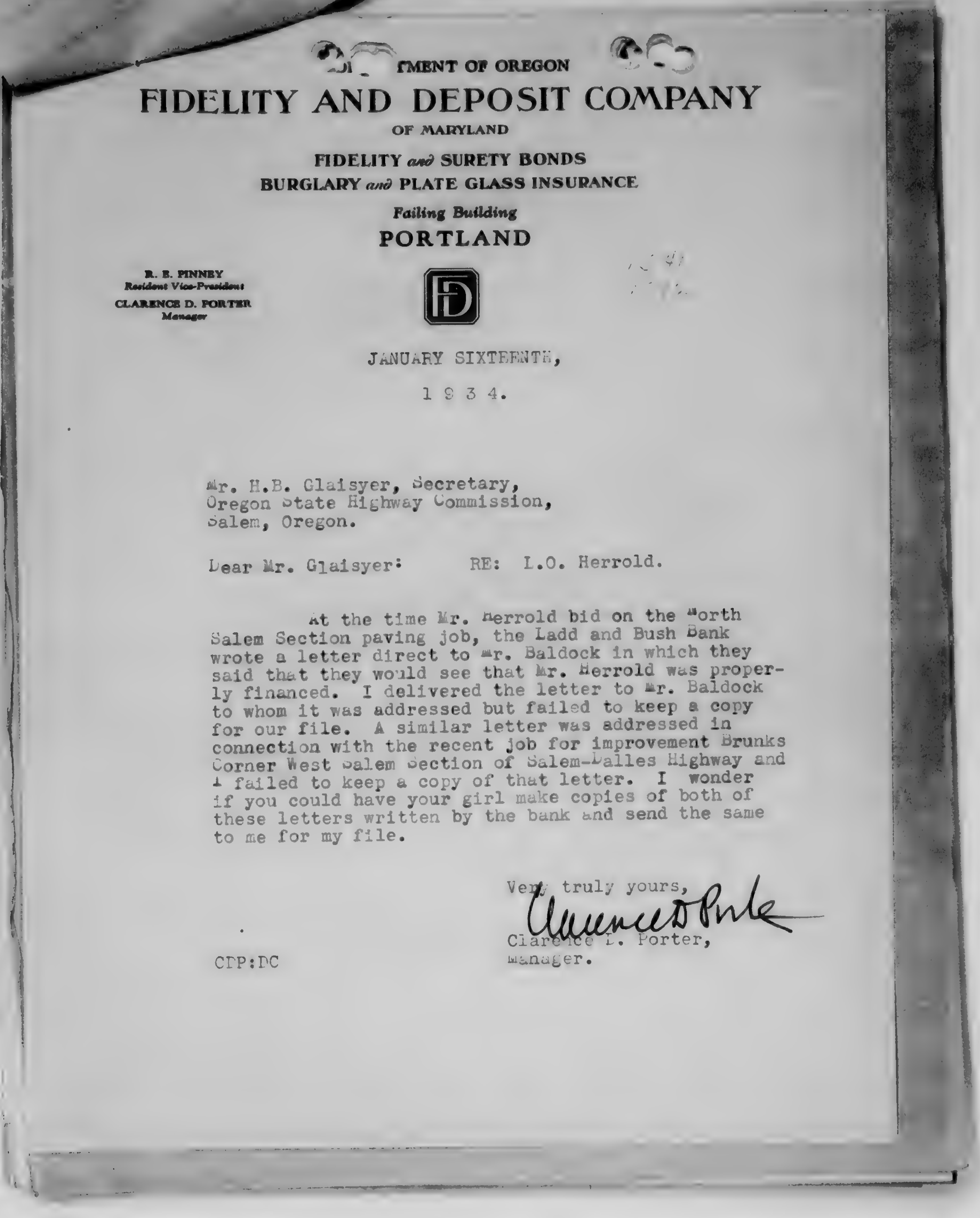
Gentlemen:

Complying with your request under date of January 16, 1934, I inclose copy of a letter addressed to Mr. R. H. Baldock by Ladd & Bush, Bankers, wherein they state that they will finance Mr. L. O. Herrold in connection with widening and resurfacing of the North Salem Section of the Pacific Highway, contract No. 1541; also copy of a similar letter in connection with the regrading and paving of the Brunks Corner-West Salem Section of the Salem-Dallas Highway, contract No. 1572. This is for your records and files.

Very truly yours

Secretary

HBG
jn



D[illegible]TMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS

BURGLARY *and* PLATE GLASS INSURANCE

Failing Building

PORTLAND

R. E. PINNEY
Resident Vice-President

CLARENCE D. PORTER
Manager

JANUARY SIXTEENTH,

1 9 3 4.

Mr. H.B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer: RE: L.O. Herrold.

At the time Mr. Herrold bid on the North Salem Section paving job, the Ladd and Bush Bank wrote a letter direct to Mr. Baldock in which they said that they would see that Mr. Herrold was properly financed. I delivered the letter to Mr. Baldock to whom it was addressed but failed to keep a copy for our file. A similar letter was addressed in connection with the recent job for improvement Brunks Corner West Salem Section of Salem-Dalles Highway and I failed to keep a copy of that letter. I wonder if you could have your girl make copies of both of these letters written by the bank and send the same to me for my file.

Very truly yours,

Clarence D Porter

Clarence D. Porter,
Manager.

CDP:DC

176-B

January 15, 1934

Settergren Bros.
5627 N. E. 36th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 1574 which was awarded to you by the State Highway Commission on December 29, 1933 for the construction of a bridge over North Mill Creek on the Pacific Highway in Marion County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission? When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the provision relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

JN

#1541

176-B

January 13, 1934

Fidelity and Deposit Company
Failing Building
Portland, Oregon

Attention of Mr. Clarence D. Porter

Gentlemen:

This acknowledges receipt of your letter of January 11 consenting to the assignment of L. O. Herrold of all payments due under his contract for paving the North Salem Section of the Pacific Highway in Marion County to Ladd & Bush, Bankers, Salem.

We shall be pleased to honor the assignment according to its provisions.

Very truly yours

Secretary

HBG:AJ

176-B

December 30, 1933

Settergren Bros.
5627 N. E. 26th Ave.
Portland, Oregon

Gentlemen:

This letter is to inform you that the State Highway Commission has accepted the bid submitted by you on December 29 for the construction of a bridge over North Mill Creek on Pacific Highway in City of Salem in Marion County, and has awarded to you the contract for such work at your bid price of $6,840.00.

Please consider this letter as your authority and our request to commence immediate construction of this bridge.

Contract forms will be sent you shortly for execution.

Very truly yours

Secretary

AJ

cc Bridge Dept.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 29, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works project NRM 176-B, bridge over North Mill Creek on Pacific Highway in City of Salem, to Settergren Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for modifying Oregon U. S. Public Works project NRM 176-B, the Salem section of the Pacific Highway, for the construction of a bridge over Mill Creek, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

December 11, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Mill Creek Bridge in the City of Salem, Project No. NRM-176-B.

Five blueprint each of the revised plan sheet and quantity summary sheet are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM-176-B

NORTH SALEM SECTION OF THE

PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)
~~(Estimate to accompany plans for Mill Creek Bridge. Not as basis for project agreements)~~

Salem, Oregon, ~~December 11, 1933~~ January —, 1934

ROADWORK

30' Pavement (Sta. 40+35 to 41+96)

40	tons	Class "A" Asphaltic Concrete	$ 6.10	$ 244.00
40	"	" "D" " "	6.10	244.00
10	"	" "E" " "	8.00	80.00
500	sq. yds.	Surface Finish Coat	0.07	35.00
			Sub-total	$ 603.00
			10% Engr. & Cont.	60.30
			Total	$ 663.30

Length of Roadwork .026 mile
Cost per mile $25,511.55

44' Pavement (Sta. 41+96 to 50+07)

950	sq. yds.	Removal of Old Pavement	0.50	$ 475.00
15	only	Catch Basin Replacements	25.00	375.00
300	sq. yds.	Concrete Sidewalk	1.25	375.00
5,400	lin. ft.	Concrete Curb	0.60	3,240.00
500	sq. yds.	Concrete Driveway	2.25	1,125.00
5,200	" "	Portland Cement Concrete Pavement	2.20	11,440.00
150	" "	" " " Base	2.00	300.00
450	lin. ft.	3/4" Expansion Joints	0.20	90.00
2,600	" "	Contraction Joints	0.05	130.00
310	only	Dowels	0.25	77.50
1,060	tons	Class "A" Asphaltic Concrete	6.10	6,466.00
840	"	" "D" " "	6.10	5,124.00
200	"	" "E" " "	8.00	1,600.00
12,500	sq. yds.	Surface Finish Coat	0.07	875.00
			Sub-total	$ 31,692.50
			10% Engr. & Cont.	3,169.25
			Total	$ 34,861.75

Length of Roadwork	0.425 mile
Cost per mile	$ 55,609.65

36' Pavement (Sta. 0+67 to 0+90 = 0+90 to 0+18)

Ⓐ

200	sq. yds.	Removal of Old Pavement	$ 0.50	$ 100.00
5	only	Catch Basin Replacements	30.00	150.00
240	sq. yds.	Concrete Sidewalk	1.85	444.00
1,400	lin. ft.	Concrete Curb	0.60	840.00
150	sq. yds.	Concrete Driveway	2.25	337.50
1,000	" "	Portland Cement Concrete Pavement	2.20	2,200.00
200	" "	" " " Base	2.00	400.00
100	lin. ft.	3/4" Expansion Joints	0.20	20.00
1,700	" "	1/2" " "	0.12	204.00
500	" "	Contraction Joints	0.05	25.00
70	only	Dowels	0.25	17.50
350	tons	Class "A" Asphaltic Concrete	6.10	2,135.00
270	"	" "B" " "	6.10	1,647.00
40	"	" "E" " "	8.00	320.00
3,800	sq. yds.	Surface Finish Coat	0.07	266.00
			Sub-total	$ 9,106.00
			10% Engr. & Cont.	910.60
			Total	$ 10,016.60

Length of Roadwork	0.171 mile
Cost per mile	$ 58,576.02

40' Pavement (Sta. 0+48 to 1+14) (Sta. 8+70 to 12+00) (Sta. 19+21 to 20+37) (Sta. 26+96 to 28+87)

4	only	Catch Basin Replacements	$ 30.00	$ 120.00
60	sq. yds.	Concrete Sidewalk	1.85	111.00
1,200	lin. ft.	Concrete Curb	0.60	720.00
800	sq. yds.	Portland Cement Concrete Pavement	2.20	1,760.00
50	lin. ft.	3/4" Expansion Joints	0.20	10.00
400	" "	Contraction Joints	0.05	20.00
20	only	Dowels	0.25	5.00
100	tons	Class "A" Asphaltic Concrete	6.10	610.00
1,200	sq. yds.	Surface Finish Coat	0.07	84.00
			Sub-total	$ 3,440.00
			10% Engr. & Cont.	344.00
			Total	$ 3,784.00

Length of Roadwork	0.141 mile
Cost per mile	$ 26,836.87

BRIDGE

Bridge over Mill Creek (Sta. 39+41.4 to 40+03.5)

630 lin. ft.	Treated Piling	1.20	$ 1.00	$ 630.00	756.00
95 cu. yds.	Class "B" Concrete	17.50	22.00	2,090.00	1,662.50
20,000 lbs.	Metal Reinforcement	.047	0.055	1,100.00	940.00
29 M-FBM	Treated Lumber	91.50	90.00	2,610.00	2,653.50
130 lin. ft.	Concrete Handrail	3.60	4.00	520.00	468.00
All Required	Removal of Old Bridge			500.00	360.00
			Sub-total	$ 7,450.00	6,840.00
			10% Engr. & Cont.	745.00	684.00
			Total	$ 8,195.00	7,524.00

Length of Bridge 62.1 ft. 0.011 mile

National Recovery Municipal Funds Requested;

Roadwork:			
	20' Pavement	$ 663.90	
	44' "	34,861.75	
	30' "	10,016.00	
	40' "	3,784.00	
		$ 49,325.65	
Bridge		8,195.00	7,524.00
	Total	$ 57,520.65	56,849.65

State funds for construction chap 115 laws [illegible] chap 3[illegible] laws 1920
" " " maintenance chap 71 laws 1927

November 28, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the North Salem Section, Project No. NRM-176-B.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ES

Encl.

Oregon State Highway Department

National Recovery Municipal
Highway Project No. NRM-176-B

NORTH SALEM SECTION OF THE
PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 27, 1933

30' Pavement (Sta. [illegible] to 41+06)

40	tons	Class "A" Asphaltic Concrete	$ 6.10	$ 244.00
40	"	" "B" " "	6.10	244.00
10	"	" "C" " "	8.00	80.00
500	sq. yds.	Surface Finish Coat	0.07	35.00
		Sub-total		$ 603.00
		10% Engr. & Cont.		60.30
		Total		$ 663.30

Length of Roadwork .026 mile
Cost per mile $ 25,511.55

44' Pavement (Sta. 41+06 to 8+07)

950	sq. yds.	Removal of Old Pavement	$ 0.50	$ 475.00
12	only	Catch Basin Replacements	30.00	360.00
300	sq. yds.	Concrete Sidewalk	1.26	378.00
5,400	lin. ft.	Concrete Curb	0.60	3,240.00
500	sq. yds.	Concrete Driveway	2.25	1,125.00
5,200	" "	Portland Cement Concrete Pavement	2.20	11,440.00
150	" "	" " " Base	2.00	300.00
450	lin. ft.	3/4" Expansion Joints	0.20	90.00
2,400	" "	Contraction Joints	0.05	120.00
220	only	Dowels	0.35	77.00
1,060	tons	Class "A" Asphaltic Concrete	6.10	6,466.00
840	"	" "B" " "	6.10	5,124.00
200	"	" "C" " "	8.00	1,600.00
12,500	sq. yds.	Surface Finish Coat	0.07	875.00
		Sub-total		$ 31,692.50
		10% Engr. & Cont.		3,169.25
		Total		$ 34,861.75

Length of Roadwork 0.626 mile
Cost per mile $ 55,689.70

50' Pavement (Sta. 8+67 to 9+40 & 0+00 to 0+11)

300	sq. yds.	Removal of Old Pavement	$ 0.50	$ 150.00
5	only	Catch Basin Replacements	30.00	150.00
240	sq. yds.	Concrete Sidewalk	1.85	444.00
1,400	lin. ft.	Concrete Curb	0.60	840.00
150	sq. yds.	Concrete Driveway	2.25	337.50
1,000	" "	Portland Cement Concrete Pavement	2.20	2,200.00
200	" "	" " " Base	2.00	400.00
100	lin. ft.	3/4" Expansion Joints	0.20	20.00
1,700	" "	1/2" " "	0.12	204.00
500	" "	Contraction Joints	0.05	25.00
70	only	Dowels	0.25	17.50
350	tons	Class "A" Asphaltic Concrete	6.10	2,135.00
270	"	" "B" " "	6.10	1,647.00
40	"	" "E" " "	5.00	200.00
3,800	sq. yds.	Surface Finish Coat	0.07	266.00
		Sub-total		$ 9,106.00
		10% Engr. & Cont.		910.60
		Total		$ 10,016.60

Length of Roadwork 0.171 mile
Cost per mile $ 58,576.02

40' Pavement (Sta. 0+48 to 1+14) (Sta. 8+70 to 13+00) (Sta. 19+61 to 20+07) (Sta. 20+94 to 22+07)

4	only	Catch Basin Replacements	$ 30.00	$ 120.00
60	sq. yds.	Concrete Sidewalk	1.85	111.00
1,200	lin. ft.	Concrete Curb	0.60	720.00
800	sq. yds.	Portland Cement Concrete Pavement	2.20	1,760.00
50	lin. ft.	3/4" Expansion Joints	0.20	10.00
400	" "	Contraction Joints	0.05	20.00
20	only	Dowels	0.25	5.00
100	tons	Class "A" Asphaltic Concrete	6.10	610.00
1,200	sq. yds.	Surface Finish Coat	0.07	84.00
		Sub-total		$ 3,440.00
		10% Engr. & Cont.		344.00
		Total		$ 3,784.00

Length of Roadwork 0.141 mile
Cost per mile $ 26,836.87

National Recovery Municipal Highway Funds Requested:

Roadwork,	30'	Pavement	$ 662.50
"	40'	"	24,041.75
"	50'	"	10,016.00
"	60'	"	5,754.00
			$ 40,[illegible].45

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931.

Funds for Maintenance: City of Salem resolution No. 3618 dated Oct. 30, 1933.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM 176-B

NORTH SALEM SECTION OF THE
PACIFIC HIGHWAY IN MARION COUNTY

(Estimate to accompany plans. Not as basis for project agreement).

Salem, Oregon, October 7, 1933

BB' Pavement (Sta. A3+35 to A1+96)

40	tons	Class "A" Asphaltic Concrete	$5.80	$ 232.00
40	"	" "B" " "	5.20	208.00
10	"	" "C" " "	6.00	60.00
500	sq. yds.	Surface Finish Coat	0.05	25.00
		Sub-total		$ 525.00
		10% Engr. & Cont.		52.50
		Total		$ 577.50

Length of Roadwork 0.26 miles
Cost per mile $22,211.53

AA' Pavement, (Sta. A1+96 to 8+87)

950	sq. yds.	Removal of Old Pavement	$0.50	$ 475.00
13	only	Catch Basin Replacement	30.00	390.00
200	sq. yds.	Concrete Sidewalks	1.30	260.00
5,400	lin. ft.	Concrete Curbs	0.60	3,240.00
500	sq. yds.	Concrete Driveways	1.50	750.00
5,200	" "	Portland Cement Concrete Pavement	2.10	10,920.00
150	" "	" " Base	2.00	300.00
450	lin. ft.	3/4" Expansion Joints	0.20	90.00
2,400	" "	Contraction Joints	0.05	120.00
310	only	Dowels	0.25	77.50
1,060	tons	Class "A" Asphaltic Concrete	5.80	6,148.00
840	"	" "B" " "	5.20	4,368.00
200	"	" "C" " "	6.00	1,200.00
12,500	sq. yds.	Surface Finish Coat	0.05	625.00
		Sub-total		$28,963.50
		10% Engr. & Cont.		2,896.35
		Total		$31,859.85

Length of Roadwork 0.626 miles
Cost per mile $50,894.32

50' Pavement, (Sta. 8+87 to 0+00 = 0+00 to 0+18)

200	sq. yds.	Removal of Old Pavement	$0.50	$ 100.00 ✓
5	Only	Catch Basin Replacement	30.00	150.00 ✓
240	sq. yds.	Concrete Sidewalks	1.30	312.00 ✓
1,400	lin. ft.	Concrete Curbs	0.60	840.00 ✓
150	sq. yds.	Concrete Driveways	1.50	225.00 ✓
1,000	" "	Portland Cement Concrete Pavement	2.10	2,100.00 ✓
200	" "	" " " Base	2.00	400.00 ✓
100	lin. ft.	3/4" Expansion Joints	0.20	20.00 ✓
1,700	" "	½" " "	0.15	255.00 ✓
500	" "	Contraction Joints	0.05	25.00 ✓
70	only	Dowels	0.25	17.50 ✓
350	tons	Class "A" Asphaltic Concrete	5.80	2,030.00 ✓
270	"	" "D" " "	5.20	1,404.00 ✓
40	"	" "E" " "	6.00	240.00 ✓
3,800	sq. yds.	Surface Finish Coat	0.05	190.00 ✓
		Sub-total		$8,308.50
		10% Engr. & Cont.		830.85
		Total		$9,139.35

Length of Roadwork 0.171 miles
Cost per mile $53,446.49

40' Pavement (Sta. 0+48 to 1+14) (Sta. 8+70 to 12+00) (Sta. 19+31 to 20+87) (Sta. 50+94 to 52+87)

4	only	Catch Basin Replacement	$30.00	$ 120.00 ✓
60	sq. yds.	Concrete Sidewalks	1.30	78.00 ✓
1,200	lin. ft.	Concrete Curbs	0.60	720.00 ✓
800	sq. yds.	Portland Cement Concrete Pavement	2.10	1,680.00 ✓
50	lin. ft.	3/4" Expansion Joints	0.20	10.00 ✓
400	" "	Contraction Joints	0.05	20.00 ✓
20	only	Dowels	0.25	5.00 ✓
100	tons	Class "A" Asphaltic Concrete	5.80	580.00 ✓
1,200	sq. yds.	Surface Finish Coat	0.05	60.00 ✓
		Sub-total		$3,273.00
		10% Engr. & Cont.		327.30
		Total		$3,600.30

Length of Roadwork 0.141 miles
Cost per mile $25,534.04

National Recovery Municipal Funds Requested:

Roadwork, 30' Pavement	$ 577.50
" , 44' "	31,859.85
" , 50' "	9,139.35
" , 40' "	3,600.30
	$45,177.00

FORM 2-K- 11648 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

176 B

November 16, 1933

Mr. R. H. Baldock,
Office.

Dear Sir:

I have just read the copy of Theodore Arenz' letter written to you with respect to his refusal to enter into the contract awarded to him for the construction of the North Salem Section, and wish to advise that it is my opinion that this letter, coupled with his first letter, is all that is necessary.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

November 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRM 176-B, pavement widening and resurfacing on the North Salem section of the Pacific Highway, to L. O. Herrold, Salem, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

NOV 2 1933
OREGON

176-18

THEODORE ARENZ

General Contractor
Guaranty Bldg.
Portland, Ore.

Nov. 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will acknowledge receipt of your letter of November 4 in which you state that the State Highway Commission considered my request under date of November 1 for release of the award of the North Salem Section, Marion county, and declined to grant said request without penalty. I wish to advise that I expect to abide by whatever action the Highway Commission may see fit to take under the circumstances. I trust, however, that upon further consideration, the Commission may see fit not to exact said penalty.

Very truly yours,

THEODORE ARENZ

TA:h

176-B

November 4, 1933

Mr. Theodore Arens
516 Guaranty Building
Portland, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of November 1, 1933, in which you request release from the award of the contract for the construction of the North Salem section of highway improvement in Marion County, and that such release be made without penalty.

When you discussed this matter in my office I advised you that I could not release you from the penalties provided for in the bid proposal and authorized by law, and I further advised you that any relief from such burden and obligation was a matter committed to the discretion of the Highway Commission.

The subject of your request for release from the award of the contract was considered by the Commission November 3rd and I was instructed to advise you that release from the penalty would not be granted, but that if you failed to execute the contract and provide the contract bond required by law the penalty provided for in the bid proposal would be exacted.

You are therefore advised that in the event you fail to execute the formal contract and provide the bond required in connection therewith, which contract and bond properly prepared for execution were delivered to you on October 30th, the Commission will proceed to collect the amount of the bond and provide for the highway construction covered by said contract in such manner and pursuant to such method as may be deemed proper by the Highway Commission.

Please let us have a reply to this communication by early mail.

Yours very truly,

JMD:AW

State Highway Engineer

THEODORE ARENZ
GENERAL CONTRACTOR
516 GUARANTY BUILDING
PORTLAND, OREGON

RECEIVED
NOV 2 - 1933
OREGON
STATE HIGHWAY COMMISSION

Nov. 1, 1933.

Mr. R. H. Baldock, State Highway Engineer,
Salem, Oregon.

Dear Sir:

I herewith respectfully request release from the award of the North Salem Section, Marion County, without penalty, and in explanation wish to make the following statement. In the rush of bidding four different jobs, I overlooked, in the case of the Salem job, the fact that the grading, clearing and grubbing, including the removal of all trees, shrubs, flowers, posts, signs, gasoline pumps, monuments, fixtures and other obstacles, were not pay items but included in the price bid for pavement, an unusual specification; also, that the concrete pavement is to be laid in narrow strips of variable widths instead of regular sections. My bid price of $1.70 per sq.yd., therefore, is considerably below cost and should have been approximately $2.50 per sq. yd., and this difference amounts to $5600. In the case of the Marion County Asphalt Plant which I contemplated using for the asphaltic concrete work, I find upon investigation, that there is considerable opposition on the part of the abutting property owners to its operation in its present location and its removal to another suitable location would involve additional expense which I did not figure.

Trusting the above facts will be given due consideration and the release requested granted without penalty, I remain,

Respectfully yours,

Theodore Arenz

THEODORE ARENZ

TA:H

REFERRED TO
[illegible]
State Highway Engineer

[illegible]

FORM 2-A-1 8760 10M 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

126-B.

October 30, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Theo. Arenz
Guaranty Building
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract #1529 which was awarded to you by the State Highway Commission on October 25 for the paving of the North Salem Section of the Pacific Highway in Marion County.

Will you kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the Highway Commission? When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page 14 of the contract and on the page marked "Additional Special Provisions" relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours

Secretary

AJ

Delivered to Mr. Arenz
in person by M Rosecrans
on 10/30

October 20, 1933

Mr. J. H. Neaf
Resident Engineer
Salem, Oregon

Dear Sir:

On the day that work is started on the Theodore Arens contract for the paving of the North Salem Section of the Pacific Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as contract No. 1529, National Recovery Municipal Project 176-B.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

cc Mr. W. E. Chandler

176-B

October 27, 1933

Mr. Theodore Arenz
516 Guaranty Building
Portland, Oregon

Dear Sir:

For use in connection with the North Salem Paving Project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, 230 Court Street, Salem, Oregon.

A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

Encl.

cc Mr. W. E. Chandler

Mr. J. H. Hoef

176-B

October 27, 1933

Mr. Theodore Arens
Guaranty Building
Portland, Oregon

Dear Sir:

This is to notify you that the State Highway Commission at its meeting held on October 25 awarded to you the contract for the construction of the North Salem Section of the Pacific Highway in Marion County at your bid price of $37,290.50.

Contract forms will be sent to you shortly for your execution.

You may consider this letter as your authority to commence operations immediately pending the execution of the contract forms.

Very truly yours

Secretary

HBG:AJ

October 14, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed revised copies of Special Provision Sheets Nos. 1, 19, 20 and 24 of the Specifications for the North Salem Section, NRM-176-B. The revisions on each of the sheets are as follows:

Sheet No. 1

Under heading "Description of Work," "100 feet" is substituted for "80 feet" in the fourth line, and for "50 feet" in nineteenth line.

Sheet No. 19

The original Specification provided that payment for removal of existing driveways should be included in the price bid for "Concrete Driveways," but the revised Specification excludes this work for the reason that on page 13 of the Special Provisions, payment for the same work is provided under the heading "Removal of Existing Pavement."

Sheet No. 20

Under Sub-head "Expansion Joints," the word "spacing" is substituted for "thickness" in the fourth line of the second paragraph.

Sheet No. 24

Under Sub-head, "Coarse Aggregate" the last paragraph, concerning gravel for coarse aggregate in Class "C" Asphaltic concrete, is deleted.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J.W. Nash/MZ
Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 10, 1933

RECEIVED
OCT 11 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRM 176-B, the North Salem section of the Pacific Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

CONTRACT#1530,

SEE:

CONTRACT#1506,

1530 : Contract 1506

CONTRACT#1531,

PR 115-F West Lake Sec. 1932

1531

October 6, 1934

Mr. Walter T. McQuirk,
Withrow Building
Gresham, Oregon

Dear Sir:

This letter is to inform you that the final warrant in connection with the E. R. Le Pointe contract for the pavement work on the West Lake & Astoria Section of the Oregon Coast & Columbia River Highways is now ready for delivery.

As requested by you we will hold this warrant for personal delivery. It is my understanding that you and Mr. Cook of the United States Fidelity and Guaranty Company will call for it.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - U.S.F. & G. Company,
Attn: Mr. Cook
Porter Building
Portland, Oregon

#1531

115-F

October 2, 1934

Mr. Carl Smith, Auditor

Office

Dear Sir:

Herewith copy of letter from Walter T. McGuirk, Administrator of the E. R. LaPointe Estate, advising that it will be acceptable to him if the final warrant in connection with the E. R. LaPointe contract is made payable as in the past. This will eliminate the necessity of an assignment.

You will also note that he wishes the final warrant held in our office until called for by him and a representative of the U. S. Fidelity & Guaranty Company.

Will you please make note of this request and advise me when the warrant is ready for delivery?

Very truly yours,

Secretary

HBG:AJ

cc Walter T. McGuirk

WALTER T. McGUIRK
CLIFFORD G. SCHNEIDER

SUITE 203-5 WITHROW BUILDING
GRESHAM, OREGON
GRESHAM 224

McGUIRK & SCHNEIDER
ATTORNEYS AT LAW

September 29, 1934.

RECEIVED
OCT 2 1934

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Replying to your letter of September 24th in regard to the E. R. LaPointe final check, we beg to advise that it will be acceptable to make the check payable as in the past, and a representative of the U.S.F.& G. Company and myself will pick the check up if you will kindly advise when the same is ready.

Very truly yours,

Walter T. McGuirk

WTM/LG

Walter T. McGuirk,
Administrator of E. R.
LaPointe Estate.

Noted HMS

#1521

115-F

RELEASE OF CLAIM FILED BY BROOKFIELD COMPANY, A CORPORATION, AGAINST E. R. LA POINTE ESTATE.

KNOW ALL MEN BY THESE PRESENTS, That Brookfield Company, a corporation, duly organized and existing under and by virtue of the laws of the State of Oregon, having its principal office and place of business located in the City of Astoria in the County of Clatsop in the State of Oregon, for and in consideration of the payment to it in full of the indebtedness shown by the claim filed with the Honorable P. J. Stadelman, Secretary of State, and with the Oregon State Highway Commission, the receipt of which money is hereby acknowledged, of the sum of Three Thousand Four Hundred Sixty Five and 40/100 ($3465.40) Dollars, and that by the receipt thereof does hereby remise and release all claims and demands whatsoever in law or equity, which against the said E. R. La Pointe or estate of E. R. La Pointe said corporation ever had or now have in connection with said construction of that section of the Columbia River Highway known as Franklin Avenue in the City of Astoria Oregon, and also that section of the Oregon Coast Highway known as Westlake section between Astoria and Seaside in Clatsop County, Oregon, and the said Brookfield Company, a corporation, does hereby acknowledge complete satisfaction and payment of the entire claim filed as above set forth and authorizes the complete release and payment of all moneys due E. R. La Pointe or the estate of E. R. La Pointe in so far as said Brookfield Company, a corporation, is concerned, and that said Brookfield Company, a corporation, makes no further claim by reason of the claim filed but hereby expressly authorizes its complete release and satisfaction.

IN WITNESS WHEREOF the said corporation has caused this instrument to be subscribed by its president and attested by its secretary and its corporate seal to be hereto affixed this 29th day of May, A. D. 1934.

Brookfield Company
By: Chas A Larson
President.

Attest:
R Larson
Secretary.

McGUIRK & SCHNEIDER
ATTORNEYS AT LAW
SUITE 530 HEAD BLDG. ATWATER 5391
PORTLAND, OREGON
203-5 WITHROW BLDG. GRESHAM, OREGON

STATE OF OREGON)
)ss.
County of Clatsop)

I, Lloyd Van Dusen, a notary public in and for said County and State aforesaid, do hereby certify that C. A. Larson, personally known to me to be the President of the Brookfield Company, and R. C. Larson, personally known to me to be the Secretary of said Brookfield Company, whose names are subscribed to the foregoing release, appeared before me this day in person and severally acknowledged that as such president and such secretary they signed and delivered the said instrument of writing as president and secretary of said Brookfield Company and caused the corporate seal of said Brookfield Company to be affixed thereto pursuant to authority given by the board of directors of said Brookfield Company, as their free and voluntary act and as the free and voluntary act and deed of said Brookfield Company for the uses and purposes therein set forth.

Given under my hand and Notarial seal this 29th day of May, 1934.

Lloyd Van Dusen
Notary Public for Oregon
My Commission Expires: Feb. 15-1938

#1531

1157

[illegible] STATE HIGHWAY COMMISSION

August 27, 1934

U. S. Fidelity & Guaranty Company
1208 Porter Building
Portland, Oregon

Attention of Mr. John O. Cook,
Superintendent of Claims

Gentlemen:

Further reference is made to your letter of August 22 concerning the E. R. La Pointe contract for the construction of the West Lake and Astoria Sections of the Oregon Coast and Columbia River Highways in Clatsop County.

As stated to you in my letter of August 24, the final voucher in the sum of $2,601.78 was mailed to the administrator of the La Pointe Estate on June 5, 1934, but has not yet been returned. As soon as this voucher is returned, properly executed, we will place it in line for immediate payment and will mail the warrant to the administrator of the estate as you have requested.

Very truly yours,

Secretary

RBG:AJ

P.S. since dictating the above you called at my office and you said you would have Mr. McQuish write me to mail the warrant direct to you. You also requested me to withhold payment. Will you please verify this by letter. [illegible]

1000 6-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

August 25, 1934

Mr. H. B. Glaisyer,
Office.

Dear Sir:

With respect to making final payment on contract No. 1531, on which E. R. La Pointe was the contractor, would advise that you follow the instructions or request of the surety company and deliver the check to the Administrator of the Estate of E. R. La Pointe, deceased.

There may be some outstanding claims but the surety company is still responsible up to the limit of its bond.

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:PW

F. #7 Final [illegible] for [illegible]
$2,601.76 [illegible] returned

[illegible]

[illegible]

[illegible] letter of August 22 regarding payment of the final estimate in connection with the E. R. La Pointe contract at Astoria and West Lake.

Our records show that the final estimate for this work, in the sum of $2,601.76, was mailed to the administrator of the La Pointe estate on June 5, 1954 but has not been returned. Naturally, we cannot issue the final warrant until the final voucher has been accepted by the administfator.

Our records indicate that the following claims are outstanding against this project:

Brockfield Company, material —— $ 5,465.40
Accident Commission —————— 293.62

I am referring your letter to our attorney for advice as to the legal features involved and will communicate with you further as soon as I receive his report.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

August 24, 1934

United States Fidelity & Guaranty Co.
1206 Porter Building
Portland, Oregon

Attention: Mr. John O. Cook,
Supt. of Claims

Gentlemen:

This acknowledges receipt of your letter of August 22 regarding payment of the final estimate in connection with the E. R. La Pointe contract at Astoria and West Lake.

Our records show that the final estimate for this work, in the sum of $2,601.76, was mailed to the administrator of the La Pointe estate on June 5, 1934 but has not been returned. Naturally, we cannot issue the final warrant until the final voucher has been accepted by the administrator.

Our records indicate that the following claims are outstanding against this project:

Brookfield Company, material —— $ 5,465.40
Accident Commission ———————— 293.62

I am referring your letter to our attorney for advice as to the legal features involved and will communicate with you further as soon as I receive his report.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

August 24, 1934

Mr. J. M. Devers
OFFICE

Dear Sir:

I am handing you herewith copy of a letter from the United States Fidelity and Guaranty Company, surety on the bond furnished by E. R. La Pointe in connection with his contract for the construction of the West Lake and Astoria Sections of the Oregon Coast and Columbia River Highways in Clatsop County.

This job was completed on April 18, 1934 and was accepted by the Commission on May 16, 1934. The final voucher was prepared and sent to the administrator of Mr. La Pointe's estate for acceptance on June 5, 1934 but has not been returned to date. The following claims are on file in this office against this project:

Brookfield Company, material ----	$3,465.40
Accident Commission -------------	293.62

The amount of the final estimate is not sufficient to pay these claims, it being only $2,601.78. However, the surety company desires to apply this final payment on these claims. There may be other outstanding claims but we have no knowledge of them.

Will you kindly advise me if it will be satisfactory to make final payment in accordance with the surety company's request?

Yours very truly,

HBG:MC

Secretary

#1531

Portland 104 10m 4-2-34

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

August 22, 1934

S-1558 - 201596 - E. R. La Pointe

State Highway Commission,
Salem, Oregon

Gentlemen:

On June 5, 1934 you notified us that State contract No. 1531 for the construction of the West Lake and Astoria Section of the Oregon Coast and Columbia River Highways in Clatsop County had been completed and that final settlement would be made with the administrator of the estate of the late E. R. La Pointe, contractor, for work done under this contract on or after June 15, 1934. In that letter you advised us of certain claims pending against that contract and that the State assumed no responsibility on them.

To this letter we replied that it was still our desire that the retained percentage be withheld by you until such time as we could be satisfied that all claims against the contract had been or would be settled.

Arrangements have been made to take care of these outstanding bills, which apparently can be paid out of retained percentage which you now hold. We will ask that you kindly make your voucher payable to the administrator of the La Pointe estate and the United States Fidelity and Guaranty Company which voucher, if you so desire, can be delivered to the administrator. We will ask further that you kindly advise us when this voucher is delivered, and whether or not any further claims have been filed against the job.

We thank you very kindly for your cooperation in this matter.

Yours very truly,

J. O. Cook.
Supt. of Claims

5-1-34 Brookfield Co. Astoria
$3,465.40 for material,
7-10-34 accident Comm - $293,62

JOC:ET

No others

#1531

1157

July 28, 1934

Standard Oil Company of California,
P. O. Drawer 960,
Portland, Oregon.

Attention: Credit Dept.

Gentlemen:

In response to your inquiry of July 27th we wish to advise that [illegible] R. La Pointe Contract No. 1531 - West Lake and Astoria Section in Clatsop County, was completed on April 18, 1934 and was accepted May 16, 1934. The total amount earned by the contractor was $28,360.59, of which amount $585.78 was for force account work.

Final payment in amount of $2,[illegible].76 has not yet been made. The total amount of claims filed against the contract to date is $5,759.02.

Very truly yours,

Secretary.

Dict. W. J. McFarland,

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
F. C. EASTMAN
T. F. GUNN
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
9TH FLOOR PACIFIC BLDG
308 YAMHILL STREET
P. O DRAWER 980

PORTLAND, ORE.

July 27, 1934

E. R. LaPoint Const. Co.
State Highway Contract #1531
Improvement of the Westlake and
Astoria Sections of Oregon Coast
and Columbia River Highway in
Clatsop County

State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

Will you please inform us the date of acceptance of the above contract by your department, the number and total amount of claims filed against the job, and the date and amount of the final payment to the contractor.

For your convenience in replying a stamped addressed envelope is enclosed.

Yours very truly
STANDARD OIL COMPANY OF CALIFORNIA
W. L. Muncy, District Sales Manager
By F M Ewing
District Credit Man

CDE:LP

RECEIVED
[illegible]

NRA
MEMBER
U.S.
WE DO OUR PART

#1531

15-7

July 10, 1934

Honorable P. J. Stadelman,
Secretary of State,
Capitol Building,
Salem, Oregon.

Dear Sir:

This will acknowledge receipt of your letter of July 9 inclosing three copies of notice of claim filed by State Industrial Accident Commission for contributions due the Accident Fund in the sum of $293.62 against the bond taken from E. R. La Pointe, for work on the West Lake and Astoria Section of the Oregon Coast Highway, contract No. 1531.

In accordance with our usual practice we are today forwarding copies to the contractor and his surety.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

July 10, 1934

United States Fidelity & Guaranty Co.,
c/o G. R. Eckles, Manager,
Porter Building,
Portland, Oregon.

Gentlemen:

Attached is copy of notice of claim that has been filed in the Secretary of State's office by State Industrial Accident Commission for contributions due the Accident Fund in the sum of $295.62 against E. R. La Pointe for work on the West Lake and Astoria Section of the Oregon Coast Highway.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM
cc E. R. La Pointe
1291 Cumberland Road
Portland, Oregon

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

July 9, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by State Industrial Accident Commission for contributions due the Accident Fund in the sum of $293.62 against the bond taken from E. R. La Pointe, principal, and the U. S. Fidelity & Guaranty Company, surety, for work on the West Lake and Astoria Section of the Oregon Coast Highway, contract No. 1531.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman

Secretary of State

HM
encs. 3

Salem, Oregon
July 6, 1934

To - STATE OF OREGON

Hon. P. J. Stadelman
Secretary of State:

Notice is hereby given that the undersigned, State Industrial Accident Commission, has a claim for contributions due the Accident Fund, in the sum of $293.62, against the bond taken from E. R. LaPointe and the United States Fidelity & Guaranty Co., G. V. Eckles, Agent, Porter Building, Portland, Oregon, for the work in connection with the West Lake and Astoria Section of Oregon Coast Highway in Clatsop County, 13,200 square yards concrete pavement, State Highway Contract No. 1531.

STATE INDUSTRIAL ACCIDENT COMMISSION

By Ralph H. Campbell
Attorney

Endorsed: File No. 2442
Filed July 9, 1934
P. J. STADELMAN,
Secretary of State

HR-115f

June 11, 1934

Norblad & Norblad, Attorneys
Astoria
Oregon

Attention of Mr. Walter Norblad

Gentlemen:

Reply is made to your letter of June 8 concerning contract awarded by the State Highway Commission to E. R. La Pointe for the construction of the West Lake and Astoria Sections of the Oregon Coast and Columbia River Highways in Clatsop Counties.

This contract is known as State Highway Contract No. 1551 and was awarded to E. R. La Pointe as an individual. Since Mr. La Pointe's death, the work has been handled under the direction of Walter T. McGuirk, attorney at law, Portland, who is administrator of the La Pointe Estate.

In connection with this project Mr. La Pointe was required to furnish a surety bond for the payment of all just debts, dues and demands incurred in connection with the project, which bond was written by U. S. Fidelity & Guaranty Company for which Walter F. Cline is local agent with offices in the Porter Building, Portland. He was not required by the State Highway Commission to take out insurance covering injuries arising out of the job, except to cover injuries to workmen employed on the job. It is one of our standard requirements that all successful bidders on contracts shall accept the Oregon Workmen's Compensation Act and carry on their work in strict compliance with the provisions thereof. It is our understanding that Mr. La Pointe carried accident insurance with the State on this project. We are not advised as to whether or not he carried other insurance in addition thereto.

Very truly yours,

Secretary

HBG:AJ

NORBLAD & NORBLAD
ATTORNEYS AT LAW
ASTORIA, OREGON

June 8, 1934

State Highway Commission
Salem, Oregon

Gentlemen:

Sometime last fall a contract was let for the paving of what is now known as Lief Erickson Drive in Astoria, and this contract was given to Mr. E. R. La Pointe, of Mead Building, Portland, Oregon

I would appreciate your telling me whether this contract was given to Mr. La Pointe as an individual, or as a company, and whether you have any record of a bond being filed for indemnification of Mr. La Pointe or the contracting company for any actions which might arise out of injuries incurred during this work.

Thanking you for this information, I am

Very truly yours

Norblad & Norblad

By Walter Norblad.

AWN,JR:S

[illegible]

#1531

SBH-1 15-F

June 5, 1934

United States Fidelity & Guaranty Company,
C. B. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1531 for the construction of the West Lake and Astoria Section of the Oregon Coast and Columbia River Highways in Clatsop County has been completed and that final settlement will be made by the State with the Administrator of the estate of the late H. E. La Pointe, contractor, for work done under said contract on or after June 15, 1934.

The State has been advised of the claim of the Brookfield Company, Astoria, Oregon, in the sum of $5,465.40 for material furnished, against this contract. You are advised that the State assumes no responsibility for this claim or for any other claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $38,360.59 including the final payment. Of this amount $325.78 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 2-S-1 15082 500 5-34
COMMISSIONERS
LESLIE M. ~~SCOTT~~, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

[illegible]-112 X

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 31, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer
Office.

NOTED
State Highway Engineer

Dear Sir:

I am returning to you herewith letter from the City Manager of Astoria dated February 28th, 1934.

This was investigated some time ago, but it was hard to get in touch with Mr. Garrett as he was not there on two or three of my trips. However, I finally saw him and then found that he was not particularly interested as he is leaving the office, and only made some general remarks to the effect that the pavement should have been wider.

In order to make these shoulders any better it would be necessary to haul some additional material, but do not think this is necessary as the present situation appears to be satisfactory.

I will make further inquiry and if there is any apparent reason for it I will send in an order for new materials, but at this time I do not think this is required.

Yours very truly,

WM. E. CHANDLER
Division Engineer

WEC:ZR

cc Mr. R. D. Mason

THE CITY OF ASTORIA, OREGON

COMMISSIONERS:
LLOYD VAN DUSEN ANTON SORENSEN

MAYOR
J. C. TEN BROOK
CITY MANAGER
GEORGE GARRETT

COMMISSIONERS:
WILLIAM MANNILA DR. W. C. LOGAN

February 28, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

In reply to your letter of February 26 regarding the improvement of the Franklin Avenue Extension by the State Highway Commission, I wish to state that the citizens of Astoria are very well satisfied with this improvement. However, I am still of the opinion that the pavement is too narrow and that 10 foot rock shoulders should be placed on each side of the 20 foot concrete pavement, as the pavement on each end of this improvement is 36 feet wide and as a six foot shoulder does not provide sufficient room for cars to park clear of the 20 foot paved strip.

You will doubtless recall that the City of Astoria secured the right-of-way for Franklin Avenue Extension. In other words, it devolved upon the City Manager, and it took considerable time and effort to secure this right-of-way, inasmuch as the City of Astoria was unable to pay cash for any right-of-way. Such right-of-way was secured through exchange of city property and donations by owners of abutting property. At that time I informed the owners of abutting property that the State Highway Commission planned to construct a 40 foot pavement, and that was the information I had received from the State Highway Department. However, at the time they started on this improvement, I was informed that the said improvement would consist of a 20 foot concrete pavement and 10 foot rock shoulders on each side, and I am of the opinion that this should have been done. However, we are greatly pleased to have had the State Highway Commission make this fine improvement in the city limits of Astoria.

I wish to remind you of the statement which I made to you while in Mr. Hockley's office in Portland last week; that is, that a section of the intersection of 37th and Commercial Streets which was filled with gravel should be replaced with concrete, due to the fact that cars leaving the Franklin Avenue Extension and going South on 37th Street push out the crushed rock in this particular section. The rock is scattered all over the intersection. This should have been constructed of concrete rather than loose crushed rock.

Page #2 - Mr. Baldock
2/28/34

Trusting that you will be able to take care of this matter in the near future, I remain

Yours very truly,

George Garrett

GG:J

City Manager.

R H BALDOCK   Cost Analysis Final Report   May 8,1934   1157

Oregon Coast Highway, Wes[illegible] Lake [illegible]ction, Concrete Paving [illegible]trac[illegible] 531; Prefix 4PW
E.R.LaPointe Contractor.

West Lake Section	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Excavation Single Class	1303.95	1814 cu.yd.	0.72	0.40	725.52
Truck Haul	310.45	1288 yd.mi.	0.24	0.16	206.14
Sand Cushion	115.80	340 cu yd	0.34	0.50	170.00
Remove old Pavement	602.95	1521 sq yd	0.40	0.30	456.30
Top Shoulder	771.00	333 cu yd	2.32	2.40	799.20
Port. Cem. Conc.	11007.00	6448¼ sq yd	1.71	2.16	13928.63
¾" Expansion Joints	123.40	640 lin ft	0.19	0.22	140.80
Contraction Joints	133.50	3220 " "	0.041	0.03	96.60
Dowels	91.50	448	0.20	0.22	98.56
Tie bars and Reinf. Steel	142.95	2730 lbs	0.052	0.06	163.78
Talus Rock Lower ShoulderPA#2	1608.58	1432 cu yds	1.12	1.20	1718.40
Cement Adjustment 239.2 bbls @ 2.25 (Less than 1.54 bbls used per cu.yd)				(Deduct)	538.20
	16,221.08				17,965.73

Gross Earnings 17965.73
Total Cost 16221.08
Net Profit 1744.65
Net Profit equals 10.8% of Cost

SUMMARY FOR BOTH UNITS

	Gross Earnings	Cost
Franklin Ave.- 47th St.Section	20321.47	21096.35
West Lake Section	17965.73	16221.08
	38287.20	37317.43

Gross Earnings both units 38287.20
Total Cost " " 37317.43
Net Profit 969.77
Net Profits " " equals 2.6% of Cost

E.H.Clymer

Cost Analysis Final Report

Oregon Coast Highway, West La[illegible] Section, Concrete Paving
Contract , 1531 Prefix 4 PW
E.R.La Pointe Contractor.

Labor					
Labor				4216.00	
Supervision (Supt& Timekeeper)				453.98	
" Geo. Anderson (Supervisor and Advisor for Mrs. La Pointe)				140.00	
State Industrial Acc Ins				233.50	
					5043.48
Material					
Cement (At Warehouse Astoria)	7095	sacks	@ 0.55	3902.25	
Sand (Bunkers Warrington Dock)	670	cu yd	@ 1.10	737.00	
Gravel (" " ")	869	" "	@ 1.30	1129.70	
" (Delivered on Job)	3	" "	@ 3.00	9.00	
Crushed Sho Rock Del on Job	350	" "	@ 1.50	525.00	
Reinforcing Steel	2766	lbs	@ 0.0347	95.98	
Dowels	450		@ 0.15	67.50	
Exp Joints ¾"	650	lin ft	@ 0.1056	68.64	
Contract Joint ¼ x 2"	3300	" "	@ 0.0148	48.84	
Longitudinal Joints ⅛ x 2"	3000	" "	@0.0228	68.40	
					6652.31
Equipment Rental Supplies and Misc.					
Equipment Rental				825.00	
Gas, oil and Grease				368.00	
Hired Trucks including Gas,Oil and Grease				2486.37	
Freight and Cartage moving in and out				180.50	
Form Lumber				149.70	
Small tools supplies and misc				336.06	
Bond				179.66	
					4525.29
			Grand Total		16,221.08

Cost Analysis Final Report May 8,1934

Oregon Coast Highway,West Lake Section,Concrete Paving,Contract 1531,Prefix $ 4 PW

E.R.La Pointe,Contractor

West Lake Section

Remarks:

This section was completed April 16,1934.Paving was started Feb 19 and was completed March 14.Good progress was made due to good paving weather and the crew trained and organized on the Astoria section was used on this section.

6448 square yards of concrete pavement (9"-7"-9" thick,20' wide) was laid in 114 hours mixer operating time an average of 56 square yards per hour. A two sack mixer,set on platform high enough that mixer could dump into trucks was used.Mixed concrete was hauled in Ford dump trucks and dumped on subgrade. Pavement was laid in two ten foot strips and all done by hand labor.Mineral aggregate was hauled from stock piles to mixer in wheel barrows.

The Cement was hauled by truck from Astoria,13 miles.Sand and Gravel was barged in from Portland to Warrenton and then hauled by by truck 6½ miles to mixer.Sand cushion was obtained from sand bank along side of job.Base Course of Shoulder material was hauled 9 miles from a Talus deposite located along side of highway south of Seaside.Crushed Shoulder Rock was furnished by Haberkost who owns a Crusher in Seaside.

E.H.Clymer

Cost Analysis Final Report

May 8,1934

Columbia River Highway,Astoria Section,Contract 1531,Prefix 4 PW,Concrete Paving.

E.R.La Pointe,Contractor

Franklin Ave and 47 th St Section

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Removal of structures and clearing	129.35	100 %	-	-	100.00
Moving Service Station	710.25	100%	-	-	750.00
Excavation Single Classification	2190.95	3788 Cu Yds	0.58	0.35	1325.77
Truck Haul	188.35	657 Yd Mi	0.29	0.16	105.12
Class A Conc (3 Catch Basins)	41.00	1.83 Cu Yds	22.40	20.00	36.60
Concrete Curbs (6"- 8" X 16")	352.60	729 Lin Ft	0.48	0.50	364.45
Concrete Sidewalks	335.50	202 Sq Yds	1.66	1.53	309.55
8" Concrete Drain Pipe	74.85	117 Lin Ft	0.64	0.90	105.30
Removal of Old Pavement	145.60	322 Sq Yds	0.45	0.50	161.10
Top Course of Cushion	550.70	303 Cu Yds	1.82	1.40	424.20
Lower " " "	1433.25	682½ Cu Yds	2.10	1.70	1160.25
Top Course Shoulder	590.50	271 Cu Yds	2.18	1.70	460.70
Base " "	1498.60	1142½ Cu Yds	1.31	1.70	1942.25
Portland Cem Conc Pave	11859.60	6329½ Sq Yds	1.87	1.89	11962.89
¾" Expansion Joints	90.30	460 Lin Ft	0.20	0.22	101.20
½" " "	85.50	503 Lin Ft	0.17	0.15	75.42
Contraction Joints	96.50	2254½ Lin Ft	0.043	0.03	67.64
Dowels	159.00	757 Dowels	0.21	0.22	166.54
Tie Bars and Reinf Steel	205.20	3994 Pounds	0.051	0.06	239.63
6" Porous Drain Tile	117.50	336 Lin Ft	0.35	0.40	134.40
Force Account	241.15				248.09
Cement Adjustment 35.72 Bbls @ $2.25 Used more than 1.54 Bbls per Cu Yd					(add) 80.37
	21096.35				20321.47

Total Cost	21096.35
Gross Earnings	20321.47
Net Loss	774.88

Net Loss equals 3.7 % of Cost

E.H.Clymer

Cost Analysis Final Report

May 8,1934

Columbia River Highway,Astoria Section,Concrete Paving,Contract 1531,Prefix 4 FW.

E.R.La Pointe,Contractor

Franklin Ave. and 47 th St Section

Labor					
Labor				5922.65	
Supervision (Superintendent and Timekeeper)				783.25	
Industrial Accident Insurance				334.70	7040.60
Material					
Cement (at warehouse Astoria Dock)	2020	Bbls	@ 2.20	4444.00	
Sand (delivered on job)	664	Cu Yds	1.25	830.00	
Gravel (" " ")	1035	Cu Yds	1.45	1573.25	
Expansion Joints 3/4" in Astoria	475	LF	@ 0.1056	50.16	
" " 1/2" " "	520	LF	@ 0.0776	40.35	
Contraction Joints 1/4" X 2"	2300	LF	@ 0.0148	34.04	
Longitudinal " 1/4" X 2"	2700	LF	@ 0.0228	61.56	
Dowels	765		@ 0.15	114.75	
Tie Bars and Reinf Steel	4200	#	@ 0.0347	145.74	
6" Drain Tile	340	LF	@ 0.13	44.20	
8" " "	120	LF	@ 0.30	36.00	
Top Cushion (at bunker Astoria Dock)	303	CY	@ 1.00	303.00	
Lower " (" " " ")	660	CY	@ 1.40	924.00	
" " (" Hildebrant Quarry)	22	CY	@ 1.60	35.20	
Top Shoulder(at bunker Astoria Dock)	304	CY	@ 1.40	345.80	
Lower " (at Williamsport Quarry)	1150	Cy	@ 0.40	460.00	9442.05
Equipment Rental Supplies and Misc					
Equip Rental				1123.00	
Gas,Oil and Grease				528.37	
Hired Trucks including gas oil and grease				1182.00	
50% of Freight and Cartage Moving in				75.84	
Form Lumber (14.00 per M)				337.50	
Bond 1% of Gross Earning				203.21	
Liability Insurance				87.14	
Small Tools,Repairs,Supplies and Misc				616.64	
Mr La Pointe drew $60.00 for administrative expense				60.00	
Mrs La Pointe drew $400.00 for administrative expense				400.00	4613.70

Cost Grand Total $ 21096.35

E.H.Clymer

Cos[illegible]alysis Final Report M[illegible],1934

Columbia River Highway,Astoria Section,Concrete Paving,Contract 1531,Prefix 4 PW.

E.R.La Pointe,Contractor

Franklin Ave and 47 th St Section.

Remarks:

Work was started on this section Nov 8,1933 and was completed March 31,1934. Extremely wet weather,short winter days,and training and organizing a crew delayed progress and increased cost.Also Mr La Pointe's death left the organization without efficent management.

The old Keystone Shovel used for excavation and Pavement Removal was out of repair and caused considerable delay and expense.

Cement was purchased for $2.20 per Barrel Net Astoria.Low price of cement saved job from going further in the hole.

The Contractor used a two sack mixer set on platform high enough that a Ford truck could back under and mixed concrete was dumped from mixer into truck. Trucks hauled from mixer and dumped concrete on subgrade.Wheelbarrows were used to feed sand and gravel into mixer.

6329½ Sq Yds concrete pavement (6"- 7" - 9"thick)(20' wide) was laid in 125 Hours mixer operating time an average of 51 Sq Yds per hour.The pavement was laid in two 10 foot strips and was done with hand labor.Planking was used on the soft subgrade so that trucks could back in and dump the mixed concrete.

Concrete Sand and Gravel,Cushion Sand and Gravel and Crushed Shoulder Rock was furnished by the Brookfield Sand and Gravel Co.,and was barged in from Portland and a Quarry located at West Port.

The Lower Shoulder Rock was hauled from the Williamsport Quarry three miles from job.

E.H.Clymer

#1531

115-7

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

[illegible]
MAY 1 - 193[illegible]
OREGON
[illegible] COMMISSIO

April 30, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information, a copy of a letter from the Brookfield Company advising that a credit has been allowed of $159.42 against E. R. LaPointe Estate and U. S. Fidelity & Guaranty Company, surety.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
enc.

COPY

BROOKFIELD COMPANY
Waterfront, at 32nd Street

Astoria, Oregon
April 28, 1934

Sec. of State
Salem, Oregon

Dear Sir:

Referring to our letter of March 27, filing a claim against E. R. LaPointe Estate, and U. S. Fidelity & Guaranty Co, surety; we wish to allow a credit of $159,42 against the total amount of $3,624.82 making the balande due us $3,465.40.

Very truly yours,

BROOKFIELD COMPANY

By R. C. LARSON,
Sec.

cc: U. S. Fidelity & Guaranty, Surety
" W. T. McGuirk, Administrator

RCL:al

Form 320—4M—9-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 21st, 1934

Section West Lake- Astoria

Highway Oregon Coast - Lower Columbia

Contractor E.R.LaPointe

Date of contract October 25th, 1933

Date work started November 8th, 1933

Amount of contract $ 36665.00

Kind of work Concrete Pavement

Section prefix 4PW NRH 115-F NRM 194-A

Contract number 1531

Date of completion June 30th, 1934

Estimated date of completion April 18th, 1934

Per cent of time elapsed 70.2 %

Estimated cost of completed project, exclusive of engineering $ 38141.42

Per cent of contract completed, based on total contract price all %

Engineering costs to date, $ 2462.03, 6.45 %

Date project was completed March 30th NRM 194-A April 18th(NRH 115-F)

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Last of pavement placed on March 14th, opened to traffic on April 12th. Last of shoulder work and road connections and final clean up completed April 18th.

Final estimate ready to be sent in for checking but have been waiting for cement bill for making cement adjustment, which is quite an item in our favor. Will probably send in the final the first of the week anyway so that checking may proceed while waiting for the cement bill.

J.H.Scott
Resident Engineer
Nehalem, Oregon

RECEIVED
APR 24 1934
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

RECEIVED
APR 24 1934
CONST

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					1.2
Miles partially completed					
Miles completed					1.2
Total estimated quantities				sq yds	13200
Estimated quantities moved or placed to date					"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week				3 days	6

Percentages of men employed on contract to be secured from: Astoria

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Clatsop COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	5					1	6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers 1, Sheet-foot rollers ...., 3 trucks ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 15	Light rain		
Monday 16	Clear		
Tuesday 17	"		
Wednesday 18	"	Completed project today	
Thursday 19	"		
Friday 20	"	Fog PM	
Saturday 21	"		

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

POST OFFICE BUILDING
PORTLAND, OREG.

FILE No. Ore. U.S.P.W. NRM 194-A

April 12, 1934

RECEIVED

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Hypr 18471

Form P. R. 2
State Oregon
U. S. Public Works Project No. NRM 194, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—6515

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of March, 1934 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 5th day of June, 1933, a project statement, which was approved by the Secretary on the 28th day of June, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 9th day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nineteen thousand, fifty-six and 40/100 dollars ($19,056.40) as the share of the United States payable under said act on account of Section A of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act. (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+48 at the intersection of Franklin Avenue and 32nd Street in Astoria, and survey station 5+73.9 at the intersection of Date Street and 47th Street (excepting therefrom that portion between survey stations 37+15.5 at 39th Street, and 0+69.3 at 46th Street), length 0.600 of a miles/in Clatsop County, being Section A of Oregon U.S. Public Works project No. NRM 194, consisting of 0.600 of a miles/of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span, known o~~[illegible]~~ locally as the Franklin Avenue - 47th Street section of the Columbia River Highway into Astoria, Oregon, between official control points Astoria and Portland.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of nineteen thousand, fifty-six and 40/100 dollars ($19,056.40), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~)~~, the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By P St J Wilson
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRM 194-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 19,056.40 as the total estimated cost of said project, and the sum of $ 19,056.40 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 4 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4939

By
Acting Chief, Bureau of Public

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE NO. Ore. USPW NRH 115-F

RECEIVED
APR [illegible] 1934
OREGON
[illegible] COMMISSION

April 12, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Form PR. 3 -Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. ~~[illegible]~~ 194-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 19,056.40 as the total estimated cost of said project, and the sum of $ 19,056.40 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ ~~[illegible]~~ is said total estimated cost.

Done at the city of Washington, this 4 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4839

By L. G. Wilson
Acting Chief, Bureau of Public Roads.

App.-1858

Form P. R. 2

State Oregon

U. S. Public Works Project No. NRH 115, Section F

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—8518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of March, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 7th day of July, 1927, a project statement, which was approved by the Secretary on the 30th day of August, 1927, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section I of said project which were recommended for approval by the United States District Engineer on the 9th day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nineteen thousand, eight hundred twenty-eight and 82/100 dollars ($19,828.82) as the share of the United States payable under said act on account of Section I of said project, which ~~does not exceed the authorized Federal proportion thereof~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act. (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 260+50 in the S.W. 1/4 of Sec. 15, T. 7 N., R. 10 W., W.M., and survey station 281+50 in the S.W. 1/4 of Sec. 22, T. 7 N., R. 10 W., W.M.,

, length 0.587 of a mile~~s~~, in Clatsop County, being Section F of Oregon U. S. Public Works project No. NRH 115, consisting of 0.587 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known [illegible] locally as the West Lake section of the Oregon Coast Highway, Between official control points Hebo and Astoria.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of nineteen thousand, eight hundred twenty-eight and 82/100 dollars ($19,828.82), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars~~ is ~~xxx~~ the approved total estimated cost of Section F of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30 day of March, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—5518

By

Acting Chief, Bureau of Public Roads.

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRH 115-F, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 12,828.22 as the total estimated cost of said project, and the sum of $ 12,828.22 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 30 day of March one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1921 8—4830

#1531

115-3

April 5, 1934

Mr. P. J. Stadelman
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 29 enclosing copies of notice of claim filed by Brookfield Company against E. R. La Pointe to whom the State Highway Commission awarded the contract for the construction of the West Lake and Astoria Sections of the Oregon Coast and Columbia River Highways in Clatsop Counties.

Very truly yours,

Secretary

AJ

April 3, 1934

United States Fidelity & Guaranty Co.
c/o G. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim that has been filed with the Secretary of State by Brookfield Company against E. R. La Pointe to whom the State Highway Commission awarded the contract for the construction of the West Lake and Astoria Sections of the Oregon Coast and Columbia River Highways in Clatsop County.

The claim is in the sum of $3,624.82 and is for materials furnished to the contractor.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours,

Secretary

AJ

cc E. R. La Pointe
1291 Cumberland Road
Portland, Oregon

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

March 29, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Brookfield Company for $3,624.82 against the bond taken from E. R. LaPointe Estate, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Astoria and West Lake Sections of the Columbia River and Oregon Coast Highways.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

COPY

BROOKFIELD COMPANY

Waterfront, at 32nd Street

Astoria, Oregon

March 27, 1934

Secretary of State
Salem, Oregon

To State of Oregon:

Notice hereby is given that the undersigned, BROOKFIELD Company, has a claim for Crushed Rock, Sand, and Gravel etc. in the sum of three thousand six hundred twenty-four dollars, eighty-two cents ($3,624.82) against the bond taken from the E. R. LaPointe Estate, U. S. Fidelity and Guaranty Co., Surety, for the work of paving the Astoria and West Lake sections of the Columbia River and Oregon Coast Highways.

BROOKFIELD COMPANY

By R. C. Larson (signed)
Secretary

RCL:AL

Recorded: File No. 2419
Filed March 29, 1934
P. J. STADELMAN
Secretary of State

#1531

115-7

March 26, 1934

United States Fidelity & Guaranty Co.
C. O. Price, Agent
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received notice from the Brookfield Company, Astoria, advising that there is owing to them by the E. R. LaPointe Estate the sum of $3,624.82 representing balance due for materials furnished to E. R. Le Pointe in connection with state highway contract No. 1531 for the paving of the West Lake and Astoria Sections of the Oregon Coast and Columbia River Highways in Clatsop County.

The above information is given to you inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn
c.c. Walter T. McGuirk, Administrator
E. R. LaPointe Estate
520 Mead Building
Portland, Oregon

March 26, 1934

Brookfield Company
Waterfront at 32nd Street
Astoria, Oregon

Gentlemen:

We have your letters of March 23 with reference to your claim against the E. R. LaPoint Estate for materials furnished to E. R. LaPointe in connection with state highway contract No. 1531 for the paving of the West Lake and Astoria Sections of the Oregon Coast and Columbia River Highways in Clatsop County, which claim, as corrected, is in the sum of $3,624.82.

In connection with this project the contractor furnished the state with a surety bond for the protection of claims. We would suggest that you file your claim with the agent of the bonding company which in this instance is C. O. Price, Agent for the United States Fidelity & Guaranty Company, Porter Building, Portland.

We would also suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of 1931, mimeographed copy of which is inclosed.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jm

CK, AND CEMENT
DOMESTI ND SMITHING COAL
BUILDERS' SUPPLIES

BROOKFIELD COMPANY
WATERFRONT, AT 32ND STREET

ASTORIA, OREGON,

March 23, 1934

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

Regarding our former letter of this date we find that a credit of $1000.00 is due the E. B. LaPointe Estate, an oversight which was not included in the statement.

The former balance was $4,624.82 and now stands $3,624.82.

Yours very truly,

BROOKFIELD COMPANY

By R. C. Larson
Sec.

RCL;Al

. . CK, SA ND CEMENT
DOMESTIC AND SMITHING COAL
BUILDERS' SUPPLIES

BROOKFIELD COMPANY
WATERFRONT, AT 32ND STREET

ASTORIA, OREGON,

March 23, 1934

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

Please enter our claim of $4,624.82 against the E. R. LaPointe Estate for materials supplied on the Franklin Ave. extension in Astoria, Oregon, now named the Lief Erickson Drive, and for materials delivered at Warrenton, Oregon for the West Lake Job.

The above total due us is for everything supplied to date, and all payments have been subtracted, leaving $4,624.82 as the net sum due us.

Yours very truly,

BROOKFIELD COMPANY

By R. C. Larson
Sec.

RCL:AL

STATEMENT

E. R. La Pointe Estate

MAR 24 1934

DEBITS

1933				
November	30	Coal	10.50	
"	30	Freight Bill	.47	
December	22	Telephone Bill	5.10	
"	31	Tufa Cement	1.95	
"	31	Gravel & Sand	2,293.40	
"	31	Truck Haul	159.74	
1934				
January	31	Truck Haul	185.61	
"	31	Bldg. Mat. & Etc.	57.75	
February	28	Telephone Bill	12.10	
"	28	Sales: Rock,Sand,T.H	2,212.02	
"	28	Gravel & Coal	81.30	
March	2	Rock & Screenings	53.90	
"	10	150 yds. sand	165.00	
"	23	Sand, Gravel, Cement	94.17	
				$5,333.01

CREDITS

1933				
December	1	Check	38.50	
"	22	"	16.07	
"	22	"	121.24	
1934				
January	16	"	52.49	
"	16	"	133.12	
February	5	"	90.61	
"	5	"	71.80	
"	19	"	184.36	
				708.19

BALANCE DUE MARCH 23, 1934.............................. $4,624.82

March 8, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs:

Reference is made to your inquiry concerning the copies of resolution executed by the City of Astoria to guarantee that no encroachments be permitted upon the right of way of Project NRM 194-A.

In our letter of March 7th, mention was made that the copies of resolution would be sent at a later date. However, further search through our files indicates the copies were sent to you on January 4th, and if you are unable to locate these copies, additional ones will be furnished.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

March 7, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Astoria Section, Project No. NRH 194-A.

With reference to the inquiry contained in your letter of March 1st, concerning the maintenance of this project, please be advised that this work will be performed by the City of Astoria.

The city resolutions to guarantee that no encroachments will be permitted upon the right of way will be sent later.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ME

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

March 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon USPW Project No. NRM-194-A ______, was made by a representative of this office on Feb. 27, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 1, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed for signature and return are two copies of agreement for Oregon U. S. Public Works Project No. NRM 194-A, Astoria Paving. In accordance with the notation on the estimate Article 4 of the agreement has been completed to provide for maintenance by the State Highway Department. We also have Mr. Cutler's letter of November 2nd forwarding agreements between the City and State, providing that the maintenance will be by the City. When these agreements are returned, please advise definitely which organization will take care of the maintenance.

We should also have the customary copies of town resolution or ordinance, providing that traffic will not be restricted or hampered on this through route.

We are also enclosing one copy each of approved agreement estimate and specifications.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

194-a

OREGON STATE HIGHWAY COMMISSION

February 28, 1934

George Garrett, City Manager
City of Astoria
Astoria, Oregon

Dear Sir:

Reference is made to your letter of February 16th regarding the shoulders along the Franklin Avenue Extension. Advise that these rock shoulders have been constructed 6 feet in width in accordance with standard plans. I know of no reason why you should have expected 10-foot shoulders. We consider this to be a very satisfactory job and see no reason why the City of Astoria should feel dissatisfied with the project. It is impossible to make any change in the plans at this time.

Yours very truly

State Highway Engineer

RHB:MC

10M 11-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 23, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

In regard to the attached letter from the City Manager of Astoria with regard to shoulders on the Franklin Avenue extension, I beg to advise that these shoulders have been constructed 6 ft. wide in accordance with Standard Plans. I know of no reason that Mr. Garret should have anticipated the shoulders should be 10 ft. wide and consider it impossible to consider any changes now as the contractor is finished with the work.

I consider this to be a very satisfactory job and I see no reason why the City of Astoria should feel dissatisfied with the project.

Yours very truly,

H G Smith

H. G. SMITH,
Construction Engineer.

HGS/H

17

THE CITY OF ASTORIA, OREGON

COMMISSIONERS:
LLOYD VAN DUSEN ANTON SORENSEN

MAYOR
J. C. TEN BROOK
CITY MANAGER
GEORGE GARRETT

COMMISSIONERS:
WILLIAM MANNILA DR. W. C. LOGAN

February 16, 1934

REFERRED TO
Smith
by State Highway Engineer

Please advise
me about this

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

I note that the shoulders on Leif Ericksen Drive are only five feet wide, whereas it was my understanding that they were to be ten feet wide.

I believe it is a serious mistake not to have constructed ten foot shoulders along the 20 foot concrete strip on Leif Ericksen Drive (or, as you probably know the street, the Franklin Avenue Extension).

The traffic on this street moves quite rapidly and there is also some pedestrian traffic; and, if there is not enough room for cars to park off the concrete pavement, there will no doubt be some serious accidents on this street. Therefore, I would respectfully request that the rock shoulders on this street be widened to ten (10) feet as soon as possible.

Yours very truly,

George Garrett

City Manager.

GG:J

RECEIVED
FEB 1 1934
[illegible] ENGINEER

Feb.19, 1934.

15.7

Cost Analysis to February 15

Columbia River Highway, Astoria Section
Concrete Paving, Contract #1331, Prefix 4 PW
E. R. LaPointe, Contractor

Franklin Ave. and 47th St. Section

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Removal of structures and clearing	129.35	100%	-	100.00	100.00
Moving service station	659.25	95%	-	750.00	712.50
Excavation, single classification	1,995.75	3,871 cu.yds.	0.515	0.35	1,354.85
Truck haul	188.35	594 yd.mis.	0.317	0.16	95.04
Class "A" Concrete (3 catch basins)	41.00	1.83 cu.yds.	22.40	20.00	36.60
Concrete curb (6"-8"x16")	325.70	708 lin.ft.	0.46	0.50	354.00
8" Concrete Drain Pipe	74.85	117 lin.ft.	0.64	0.90	105.30
Removal of old pavement	125.60	322 sq.yds.	0.39	0.50	161.00
Top Course Cushion	575.70	303 cu.yds.	1.90	1.40	424.20
Lower Course Cushion	1,433.25	682½ cu.yds.	2.10	1.70	1,160.25
Top Course Shoulders	571.90	266 cu.yds.	2.15	1.70	452.20
Base Course Shoulders	1,471.35	1442½ cu.yds.	1.02	1.70	2,452.25
Portland Cement Concrete Pavement	11,859.60	6329½ sq.yds.	1.873	1.89	11,962.76
3/4" Expansion Joints	90.30	460 lin.ft.	0.196	0.22	101.20
1/2" " "	85.50	503 lin.ft.	0.17	0.15	75.45
Contraction Joints	96.50	2254½ lin.ft.	0.043	0.03	67.64
Dowels	159.00	757 dowels	0.21	0.22	166.54
Tie Bars and Steel	228.20	4148½ lbs.	0.055	0.06	248.91
6" Porous Drain Tile	127.70	336 lin.ft.	0.38	0.40	134.40
Force account	241.15	-	-	-	248.09
Total	20,460.00				20,413.18

Total Cost	20,460.00
Gross Earnings	20,413.18
Net Loss	46.82

Net loss equals 0.2% of cost

Feb.19, 1934.

Cost Analysis to February 15

Columbia River Highway, Astoria Section
Concrete Paving, Contract #1531, Prefix 4 PW
E. R. LaPointe, Contractor

Franklin Ave. and 47th St. Section

Labor					
Labor				5,772.65	
Supervision (Superintendent and Timekeeper)				753.26	
Industrial Accident Insurance				327.87	
					6,853.78
Material					
Cement (at warehouse, Astoria dock)	2,030½	bbls.	2.20	4,467.10	
Sand (at bunker, Astoria dock)	650	cu.yds.	1.10	715.00	
Gravel(" " " ")	1,147	cu.yds.	1.30	1,491.10	
Expansion Joints 3/4" in Astoria	475	lin.ft.	0.1056	50.16	
" " 1/2" " "	520	lin.ft.	0.0776	40.35	
Contraction Joints ½x2 " "	2,300	lin.ft.	0.0148	34.04	
Longitudinal " ½x2 " "	2,700	lin.ft.	0.0228	61.56	
Dowels " "	765	lin.ft.	0.15	114.75	
Tie Bars and Reinforcing Steel, in Ast.	4,200	lin.ft.	0.0347	145.74	
6" Drain Tile, in Astoria	336	lin.ft.	0.15	50.40	
8" " " " "	117	lin.ft.	0.25	29.25	
Top Cushion (at bunker, Astoria dock)	303	cu.yds.	1.10	333.30	
Lower " (" " " ")	660½	cu.yds.	1.30	858.65	
" " " " Hildebrant quarry 1 mi.	22	cu.yds.	1.60	35.20	
Top Shoulder at bunker	266	cu.yds.	1.30	345.80	
Lower " " " Williamsport quarry 3 mi. haul	1,442½	cu.yds.	0.40	577.00	
					9,349.40
Equipment Rental, Supplies, and Misc.					
Equipment Rental				1,055.00	
Gas, Oil and Grease				380.00	
Hired Trucks, including gas, oil and grease				1,155.43	
50% of freight and cartage moving in				75.84	
Ribbons, pins and form lumber 14.00 M.				269.58	
Bond 1% of gross earnings				204.13	
Liability insurance				87.14	
Small tools, supplies and misc.				569.70	
Mr. LaPointe drew $60.00 for administrative expenses				60.00	
Mrs. LaPointe " 400.00 " " "				400.00	
					4,256.82

Cost Grand Total 20,460.00

Feb.19, 1934.

Cost Analysis to February 15

Columbia River Highway, Astoria Section
Concrete Paving, Contract #1551, Prefix 4 PW
E. R. LaPointe, Contractor
Franklin Ave. and 47th St. Section

Remarks:

Approximately 98% of work on Franklin Avenue - 47th St. Section has been completed. The concrete sidewalks will be laid after West Lake Section has been completed.

The entire job is now about 55% complete. Short winter days and extremely wet weather delayed progress and increased cost. Also, Mr. LaPoint's death has left the organisation without efficient management.

The contractor used a two sack mixer stationed along side of job on a side street with steep grade. The mixer was set on a platform high enough that Ford trucks could back under and mixed concrete was dumped from mixer into truck. Trucks hauled from mixer and dumped concrete on sub grade. Wheelbarrows were used to feed sand and gravel into mixer.

The concrete sand and gravel and the cushion sand and gravel was furnished by the Brookfield Sand and Gravel Company and was barged into Astoria from Portland.

The shoulder rock was furnished by the Williams Port crusher. This quarry is located about 3 miles from job.

6,329½ square yards concrete pavement (9"-7"-9") thick, 20' wide, was laid in 125 hours. mixer operating time or an average of 51 square yards per hour. The pavement was laid in two 10 foot strips and was done with hand labor. Planking was used on the soft sub grade so that trucks could back in and dump the mixed concrete.

The equipment has been moved to the West Lake section. Mixer set up, forms laid, sub grade prepared. The Brookfield Company could not furnish sand and gravel at once and the contractor lost about a week of good paving weather. Paving on this section will start February 19th. There is an opportunity to make a profit on this section and pull the job out of the hole.

$900.00 expended on the West Lake Section was not included in this report.

E.H. Clymer

Jan.25, 192

1157

st lysis to Jan. 15.

Oregon Coast and Columbia River Highways, West Lake and Astoria Section.
Concrete Pavement Paving - Contract 1531, Prefix 4 PW
E.R.LaPointe, Contractor.
Franklin Ave- 47th St. Section.

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Removal of structures and Clearing	129.35	90%	-	100.00	90.00
Moving Service Station	593.50	75%	-	750.00	562.50
Excavation single classification	1108.27	2100 cu yds	0.527	0.35	735.00
Truck haul	77.70	200 yd mi	0.39	0.16	32.00
Concrete curb	149.95	326 lin ft.	0.46	0.50	163.00
Removal of old pavement	45.00	129 sq yds	0.35	0.50	64.50
Top course cushion	508.95	261 cu yds	1.95	1.40	365.40
Lower course cushion	1038.45	483 cu yds	2.15	1.70	821.10
Base course shoulder	210.05	200 cu yds	1.05	1.70	340.00
Portland Cement Conc. Pave.	9990.50	5500 sq yds	1.816	1.89	10395.00
3/4" Expansion Joint	90.30	460 lin ft	0.196	0.22	101.20
1/2" " "	49.70	295 lin ft	0.168	0.15	44.25
1/2" x 2" Contraction Joints	96.50	2377 " "	0.04	0.03	71.31
Dowels	129.70	618 dowels	0.21	0.22	135.96
Tie bars and reinf steel	305.00	5540 lbs	0.055	0.06	332.40
6"Pourous drain tile	62.60	160 lin ft.	0.39	0.40	64.00
Fource account	248.09	—	—	—	248.09
Total	14833.61				14565.71

Total Cost	14833.61
Grass Earning	14565.71
Net Loss	267.90

Net loss equals 1.8% of cost

Highway

Jan.25 1934

Cost Analysis to Jan.15

Oregon Coast and Columbia Riv.Highways, West Lake and Astoria Sections,
Concrete paving, Contract 1531, Prefix 4PW
E.R.LaPointe, Contractor.
Franklin Ave.- 47th St Section.

Labor						
Labor					3903.84	
Supervision (Superintendent & Timekeeper)					498.26	
Industrial Accident Insurance					219.70	4621.80
Material						
Cement	1740 bbls	@	2.20	at warehouse on dock Astoria	3828.00	
Sand	575 cu yds	@	1.10	at bunkers on dock Astoria	632.50	
Gravel	995 " "	@	1.30	"	1293.50	
Expansion Joints 3/4" thick	475 lf	@	0.1056	at Astoria	50.16	
Expansion Joint 1/2" "	300 lf	@	0.0776	".	23.28	
Contraction Jts 1/4"x2"	2450 lf	@	0.0148	"	36.26	
Longitudinal J1/2"x 2"	2500 lf	@	0.0228	"	57.00	
Dowels	618 dowels	@	0.15	"	92.70	
Tie bars & rienf steel	5540 lbs	@	0.0347	"	192.24	
6"Drain tile	160 lin ft	@	0.15	"	24.00	
Top cushion	261 cu yds	@	1.10	"	287.10	
Lower cushion	483 cu yds	@	1.30	"	627.90	
Base course shoulders	200 cu yds	@	0.40	at quarry bunker 3 mi.	80.00	7224.64
Equipment Rental and misc.						
Equipment Rental (State rates or actual rental paid					729.00	
Gas, oil and grease					283.00	
Hired trucks including gas, oil and grease					649.20	
50% of freight and cartage moving in.					75.84	
Ribbons and pins @ 14.00 M					269.58	
35% of Bond					145.65	
Small tools supplies and misc					379.90	
Mr.LaPointe drew 60.00 for administrative expenses					60.00	
Mrs LaPointe drew $400.00 for legal and administrative exp					400.00	2987.17

Cost Grand Total 14833.61

Jan. 25 1934

Cos[illegible]nalysis to Jan. 15

Oregon Coast and Columbia River Highways, West Lake and Astoria Section
Concrete Paving. Contract 1531, Prefix 4 PW
E.R.LaPointe, Contractor
Franklin Ave. - 47th St Section.

Remarks;

Approximately 72% of the work on Franklin Ave. - 47th St. Section has been done. No work has been done on the West Lake Section. The entire job is now about 35% complete.

Bad weather has delayed progress and increased cost.

The Contractor is using a two sack mixer stationed along side the job on a side street, with steep grade. The mixer is set on platform high enough that Ford trucks can back under and mixed concrete is dumped from mixer into trucks. Trucks haul from the mixer and dump the concrete on subgrade. Wheel barrows are used to feed sand and gravel into mixer.

The concrete sand and gravel, and the cushion material was barged into Astoria from Portland. The shoulder rock for both lower and top courses will be furnished by Hilderbrant who has a quarry and crusher near Astoria, about three miles from the job.

5500 sq. yds of concrete pavement (9"-7"-9" thick) was laid in 105½ hours mixer operating time, or an average of 52 sq yds per hour. The pavement was laid in two ten foot strips, and was done by hand labor. Planking was used on the soft subgfade so that trucks could back in and dump the mixed concrete. Special built covers 10' wide x 15'long were used to cover the fresh concrete so that rain would not pit the surface while curing.

E.H.Clymer

[illegible]

115-F

January 11, 1934

Union Oil Company of California
Yeon Building
Portland, Oregon

Gentlemen:

In response to your inquiry of January 10, we are giving you below the desired information concerning E. R. La Pointe's contract, which was awarded to him by the State Highway Commission:

Description of Job: State Highway Contract No. 1531, construction of concrete pavement on West Lake and Astoria Sections of the Oregon Coast and Columbia River Highways in Clatsop County;

Name of Bonding Company: United States Fidelity & Guaranty Company. Local Agent: C. O. Price, Porter Building, Portland, Oregon.

Amount of Surety Bond: $36,665.00;

Date of Completion: June 30, 1934.

Very truly yours

Secretary

JM
AJ

NRA
U.S.
WE DO OUR PART

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT.
UNION GASOLINE, KEROSENE AND DISTILLATE.
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 8521

LH-2489
C-31-B

January 10, 1934

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: E. R. LaPOINTE
LaPointe Construction Co.
Portland, Oregon

We are informed that the LaPointe Construction Company has been awarded the contract for road work to be performed between Astoria and Seaside, Oregon.

We anticipate supplying this firm with petroleum products on this contract and will therefore appreciate your furnishing us with a complete description of the job, the name of the bonding company, its agent and his address, the amount of the contract and the approximate date of completion.

For your convenience we enclose herewith a self-addressed, stamped envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA
V. O. Fudge

LH:B District Credit Supervisor

115P.

January 10, 1934

Carl G. Washburne
State Highway Commissioner
Eugene, Oregon

Dear Mr. Washburne:

I am handing you herewith State Highway Fund Voucher in the sum of $5,871.25 in favor of E. R. La Pointe, representing the amount due Mr. La Pointe's Estate on estimate No.2 for the paving of the Astoria and West Lake Sections of the Lower Columbia River and Oregon Coast Highways in Clatsop County covering the period from November 15 to December 15, 1933.

The payment of this estimate has been somewhat delayed because of the death of Mr. La Pointe and we have been requested by Mr. Walter F. McQuirk, Administrator of Mr. La Pointe's Estate, to expedite payment of this voucher so he can meet the job pay rolls on January 18, 1933. Accordingly, Mr. McQuirk presented the voucher, in person, to Mr. Scott this morning for his signature and he is now presenting it to you for like purpose. If you have no objection to signing the voucher before it has been signed by Mr. Baldock, will you kindly do so and I will secure Mr. Baldock's signature before presenting it to the Secretary of State for payment. I might add that the Secretary of State demands the State Highway Engineer's signature on all vouchers and in any event would not pay the voucher until his signature appeared.

The delay in making this payment to the La Pointe Estate was not on their account but was held up at the request of the surety company pending satisfactory negotiations between the surety company and Mr. McQuirk, the Administrator, and on account of this fact we are putting the voucher through in this manner to expedite payment.

Thanking you, I remain

Yours very truly,

HBG:MC
cc - C. M. Yeager

Secretary

#1531

115-F

January 9, 1934

Mr. C. M. Yeager
Office

Dear Sir:

Attached is copy of letter we have today received from the United States Fidelity and Guaranty Company, surety on the bond furnished by E. R. LaPointe in connection with the contract awarded him by the State Highway Commission for the paving of the Astoria and West Lake Sections of the Lower Columbia River Highway in Clatsop County.

You will please note that the bonding company authorizes the release of estimates in connection with this contract to Walter T. McGuirk, administrator of Mr. La Pointe's estate. Therefore, you are at liberty to send estimates and warrants in connection with this project through in the regular manner until further notified.

send them to Mr McGuirk

Very truly yours

Secretary

HBG:jn

704

January 4, 1934

Honorable Rufus C. Holman
State Treasurer
Capitol Building

Dear Sir:

We are in receipt of communication from Walter T. McGuirk, Suite 520 Mead Building, Portland, Oregon, to which there is attached certified copy of Letters of Administration issued out of the Circuit Court of Multnomah County, State of Oregon, in which Letters of Administration Walter T. McGuirk is appointed administrator of the estate of Edward R. LaPointe, deceased.

E. R. LaPointe held contract No. 1531 awarded by the Oregon State Highway Commission for the paving of the Astoria and West Lake sections of the Lower Columbia River Highway in Clatsop County. Estimate No. 1 under the contract has been audited and your warrant B86498 in the amount of $1,041.42 was mailed out to him. Mr. McGuirk makes mention of having received this warrant and requests that the same be honored upon his endorsement as administrator of the estate of Edward R. LaPointe, deceased.

We are advising Mr. McGuirk that we have no objection to the honoring of the warrant upon his endorsement and are so notifying you but that it is possible that you will desire a certified copy of his appointment as administrator for your own records before so doing. This, however, is a matter purely within your own discretion and the suggestion of the possibility was made to him merely in order to expedite matters.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc United States Fidelity
and Guaranty Company
Portland, Oregon

January 4, 1934

McGuirk & Schneider
Attorneys at Law
Suite 520 Mead Building
Portland, Oregon

Gentlemen:

Attention Mr. Walter T. McGuirk

Reference is made to your letter of December 20th addressed to Honorable Hal E. Hoss, Secretary of State, relative to the estate of Edward R. LaPointe, deceased, with which there was transmitted certified copy of Letters of Administration appointing you as administrator for the estate, which matters have been referred to the State Highway Commission.

We notice that you state that you have one check in your hands and propose to cash the same for the purpose of paying wages due the men on contract construction work under contract held by Mr. LaPointe. With respect to this check we are today addressing a communication to the State Treasurer advising him that we have received certified copy of Letters of Administration and that it is satisfactory to this department to honor your endorsement. It is possible, however, that before honoring the same the State Treasurer may desire a certified copy of the Letters of Administration for his own records. This, of course, is a matter over which we have no control.

With reference to further payments under the contract, we regret to advise that we have been advised by the United States Fidelity and Guaranty Company, who wrote the bond on the contract, to make no further payments until certain matters connected with the contract have been straightened out. We, of course, have no option except to conform to the notice of the bonding company, and it will be necessary that the consent of the bonding company be secured before any further warrents are drawn or delivered. It will be satisfactory to us to have the payments made to Walter T. McGuirk as administrator of the estate of Edward R. LaPointe, deceased, whenever the consent of the bonding company is secured.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc United States Fidelity
and Guaranty Company
Portland, Oregon

January 4, 1934

United States Fidelity and Guaranty Company
1206 Porter Building
Portland, Oregon

Gentlemen:

Attention Mr. E. O. Price

Herewith we hand you carbon copies of letters written today to Mr. Walter T. McGuirk and to Honorable Rufus C. Holman, State Treasurer, relative to payments on contract No. 1521 covering the paving of the Astoria and West Lake sections of the Lower Columbia River Highway in Clatsop County, for which contract your company has written the bond.

We believe that you will find these letters self-explanatory and can only here advise again that no future payments will be made without the consent of your company and in a manner approved by you. It appears that the warrant covering first estimate had been sent out before receiving your advice to stop payments.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW

BUILDING
RTLAND, OREGON
ATWATER [illegible]

WALTER T. McGUIRK
CLIFFORD G. SCHNEIDER

SUITE 203-5 WITHROW BUILDING
GRESHAM, OREGON
GRESHAM [illegible]

McGUIRK & SCHNEIDER
ATTORNEYS AT LAW

December [illegible], 1933.

RECEIVED
JAN 2 - [illegible]
OREGON

Hon. Hal E. Hoss,
Secretary of State
Salem, Oregon.

Dear Sir: Re: Estate of
Edward R. La Pointe,
deceased.

Herewith for your files a certified copy of the Letters of Administration issued by the Circuit Court of Multnomah County appointing Walter T. McGuirk as Administrator of the above named decedent's estate.

Mr. La Pointe was a contractor and at the time of his death was doing highway construction work near Astoria.

A check has been received, made payable to Mr. La Pointe, and it will be necessary for the Administrator to cash this check for the purpose of paying wages due the men on this contract, and we are filing a copy of the Letters of Administration with your office so that when the above mentioned check is returned, endorsed by Mr. McGuirk as Administrator of Mr. La Pointe's estate you will have a record of the reason for such endorsement and it is requested that your checks in the future be made payable to Walter T. McGuirk, Administrator of the Estate of Edward R. La Pointe, deceased.

Very truly yours,

McGuirk & Schneider

WTM:LW By Walter McGuirk

Respectfully referred to the State Highway Commission

HAL E. HOSS

SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
DEC 23 1933
HAL E. HOSS

SUITE 880 MEAD BUILDING
PORTLAND, OREGON
ATWATER 8891

WALTER T. McGUIRK
CLIFFORD G. SCHNEIDER

SUITE 203-5 WITHROW BUILDING
GRESHAM, OREGON
GRESHAM 884

McGUIRK & SCHNEIDER
ATTORNEYS AT LAW

REFERRED TO
[illegible]
By State Highway Engineer
[illegible] Monday morning

115-F

January 4, 1934.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

Under date of December 20th we forwarded a copy of letters of administration issued by the Circuit Court of Multnomah County, appointing Walter T. McGuirk, as Administrator of the estate of Edward R. La Pointe, deceased, to Hon Hal E. Hoss, Secretary of State, requesting that future checks be made to the administrator of the estate. We are just in receipt of a letter that the matter had been referred to your office by reason of the fact that claims covering High-way contracts originate in your office.

We would appreciate it if you would advise us the approximate date, if you can, that a check will be received on the estimate that went in on the 15th day of December, 1933. If the check could be received by the 9th of the month it would be appreciated.

If there is anything further that can be done by us to cooperate, we will be only to glad to do so. Thanking you for your courtesy in the matter, we are

Very truly yours,

McGUIRK & SCHNEIDER

WTM:LW

By: Walter T. McGuirk

Mr Baldock
[illegible] the papers to the [illegible].
[illegible] all payments be
held up pending adjustment of actions
[illegible] by Mr LaPointe [illegible] [illegible]

1157

December 23, 1933

U. S. Fidelity & Guaranty Company
c/o C. C. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we are now ready to pay Estimate No. 2 for work performed by contractor E. R. LaPointe in connection with his contract No. 1531 for construction of the Astoria-West Lake Section of the Columbia River Highway in Clatsop County, covering period from November 15 to December 15, 1933. This payment is in the sum of $5,871.25.

We are in receipt of a letter requesting that further payments be withheld pending further advice from you because of the demise of Mr. LaPointe.

Will you please advise whether or not you have further instructions to give regarding this matter? In order to expedite payment to whom it should be made, I believe it would be a good idea to have the voucher signed by the contractor's representative and by the State Highway Commission and the warrant obtained from the Secretary of State. If the warrant should not be delivered immediately, then we could hold it in our office pending receipt of definite instructions.

Will you please advise us concerning this matter?

Very truly yours

Secretary

HBG:AJ

Mch 115-7

December 18, 1933

Mr. S. H. Probert
Office

Dear Sir:

I am attaching hereto communication from the United States Fidelity and Guaranty Company in which we have received formal notification to withhold payment of any funds earned or such as may become due under contract No. 1531, for the construction of concrete pavement on the West Lake and Astoria Sections of the Oregon Coast and Columbia River Highways in Clatsop County, contract held by E. R. LaPointe, which action is taken in view of the recent death of Mr. La Pointe. Please be guided by this instruction.

Very truly yours,

State Highway Engineer

RHB:HI

1157

December 4, 1933

E. R. La Pointe
1291 Cumberland Road
Portland, Oregon

Dear Sir:

We are today forwarding by express, for your records and files, an executed copy of state highway contract No. 1531 awarded to you on October 25, 1933, for the construction of concrete pavement on the West Lake and Astoria Sections of the Oregon Coast and Columbia River Highways in Clatsop County.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

November 8, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Astoria Section, Project No. NRM-194-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/Gs

Encl.

Oregon State Highway Department

National Recovery Municipal
Proj. No. NRM-194-A

ASTORIA SECTION OF THE

COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, November 7, 1933

Roadwork (Sta. 0+48 to 20+02.2) (Sta. 0+69.3 to 5+73.9) - 20' Pavement

All Required		Removal of Structures and Clearing		$ 77.50
1,900	cu. yds.	Excavation, Single Classification	$0.35	665.00
700	yd. mi.	Truck Haul	0.16	112.00
6	cu. yds.	Class "A" Concrete	20.00	120.00
20	lin. ft.	Salv. & Reinstall. Drain Pipe	1.00	20.00
130	" "	8" Concrete Drain Pipe	0.90	117.00
30	" "	12" Concrete Pipe	1.20	36.00
130	sq. yds.	Removal of Old Pavement	0.50	65.00
150	cu. yds.	Top Course Cushion	1.40	210.00
300	" "	Lower Course Cushion	1.70	510.00
270	" "	Top Course Shoulders	1.70	459.00
1,000	" "	Base Course Shoulders	1.70	1,700.00
130	" "	Filler	0.40	52.00
130	" "	Hauling Filler	0.16	20.80
4,900	sq. yds.	Portland Cement Concrete Pavement	1.89	9,261.00
600	lin. ft.	3/4" Expansion Joints	0.22	132.00
200	" "	½" " "	0.15	30.00
2,500	" "	Contraction Joints	0.03	75.00
470	only	Dowels	0.22	103.40
2,000	lbs.	Tie Bars and Reinforcement	0.06	120.00
		Sub-total		$13,885.70
		10% Engr. & Cont.		1,388.57
		Total		$15,274.27

Length of Roadwork (20' Pavement) 0.465 mi.
Cost per mile $32,847.89

Roadwork (Sta. 20+02.2 to 27+15.5) - 35' Pavement

All Required		Removal of Structures and Clearing		$ 22.50
600	cu. yds.	Excavation, Single Classification	$0.35	210.00
300	yd. mi.	Truck Haul	0.16	48.00
750	lin. ft.	Concrete Curbs	0.50	375.00

240	sq. yds.	Concrete Sidewalks	$1.53	$ 367.20
100	" "	Removal of Old Pavement	0.50	50.00
30	cu. yds.	Top Course Cushion	1.40	42.00
60	" "	Lower Course Cushion	1.70	102.00
1,100	sq. yds.	Portland Cement Concrete Pavement	1.89	2,079.00
400	lin. ft.	½" Expansion Joints	0.15	60.00
300	" "	Contraction Joints	0.03	9.00
280	only	Dowels	0.22	61.60
200	lbs.	Tie Bars and Reinforcement	0.06	12.00
		Sub-total		$3,438.30
		10% Engr. & Cont.		343.83
		Total		$3,782.13

Length of Roadwork (35' Pavement) 0.125 miles
Cost per mile $30,257.04

National Recovery Municipal Funds Requested:

Roadwork - 20' Pavement	$15,274.27
" - 35' "	3,782.13
	$19,056.40

State Funds for Construction: Chap. 175, laws 1917: Chap. 31, laws 1920
" " " Maintenance: Chap. 41, laws 1927

November 9, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the West Lake Section, Project No. NRH-115-F.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Highway Project No. NRH-115-F

WEST LAKE SECTION OF THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 7, 1933.

1,400	cu. yds.	Excavation, Single Classification	$0.40	$ 560.00
600	yd. mi.	Truck Haul	0.16	96.00
300	cu. yds.	Sand Cushion	0.50	150.00
1,900	sq. yds.	Removal of Old Pavement	0.30	570.00
400	cu. yds.	Top Course Shoulders	2.40	960.00
40	" "	Filler	0.50	20.00
100	yd. mi.	Hauling Filler	0.16	16.00
7,000	sq. yd.	Portland Cement Concrete Pavement	2.16	15,120.00
680	lin. ft.	3/4" Expansion Joints	0.22	149.60
3,500	" "	Contraction Joints	0.03	105.00
480	only	Dowels	0.22	105.60
2,900	lbs.	Tie Bars and Reinforcement	0.06	174.00
			Sub-total	$18,026.20
			10% Engr. & Cont.	1,802.62
			Total	$19,828.82

Length of Roadwork 0.587 miles
Cost per mile $33,779.93

National Recovery Highway Funds Requested $19,828.82

State funds for Construction: Chap. 175, laws 1917: Chap. 31, laws 1920
" " " Maintenance: Chap. 41, laws 1927

115F

November 2, 1933

Mr. E. R. LaPointe
1291 Cumberland Road
Portland, Oregon

Dear Sir:

We have received information from the State Industrial Accident Commission to the effect that they have no record of an account with you as an individual.

It is one of the requirements of the State Highway Commission that successful bidders on state highway construction projects accept the provisions of the Workmen's Compensation Act and carry on their work in conformance with these provisions. We shall expect you to comply with this requirement in connection with state highway contract No. 1551 which was recently awarded you for construction work on the West Lake and Astoria Sections of the Oregon Coast and Columbia River Highways.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

1157

October 30, 1933

Mr. H. G. Broadwell
Highway Resident Engineer
Cannon Beach, Oregon

Dear Sir:

Please refer to our letter of October 28th, in which we referred to the West Lake & Astoria Paving Project as Contract No. 1518.

Please be advised that to correct our record of contract numbers, it has been found necessary to change the number of this contract to No. 1531. You will, accordingly, refer to this project in your work as Contract No. 1531.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/KR

cc W. E. Chandler

October 28, 1933

Mr. H. C. Broadwell
Resident Engineer
Cannon Beach, Oregon

Dear Sir:

On the day that work is started on the E. R. La Pointe contract for paving on the West Lake and Astoria Sections of the Columbia River and Oregon Coast Highways, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as Contract 1518, National Recovery Highway Project 115-F if work is started first on the West Lake Section, or Contract 1518, National Recovery Municipal Project 194-A if work is started first on the Astoria Section.

When work is started on the project other than the one first reported, you will please advise Mr. Lynch of the commencement of the work by letter.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch as well as a copy of your letter to Mr. Lynch should be mailed to the Salem Office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MZ

cc Mr. W. E. Chandler

115-7

October 27, 1933

Mr. H. E. La Pointe
1831 Cumberland Road
Portland, Oregon

Dear Sir:

For use in connection with the West Lake and Astoria Paving Project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, 118 - 8th Street, Astoria, Oregon.

A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

Encl.

cc Mr. W. H. Chandler

Mr. H. C. Broadwell

FORM 8-9-1 11038 500 8-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

115-F

NRM No. 2

October 27, 1933.

IN REPLY PLEASE REFER TO FILE NO
4 PW

Mr. George Garrett, City Manager
Astoria,
Oregon.

Dear Sir:

Your letter of October 18th to the State Highway Commission, concerning the removal of the filling station on the Franklin Avenue extension in Astoria, has been referred to me for reply.

The contract that has just been let for this paving work provides for the removal of the building and the rehabilitating of same on the property adjacent to the right of way provided by the City. I have not been able to find anything of record as evidence of the Highway Commission's agreement to pay the entire cost of this reestablishment of the station. However, it seems to be the understanding of certain members of the enginebring forces who were acquainted with the circumstances that this was to be done. This, with your affirmation as stated in your letter, will be accepted as confirmation of that understanding.

We will, therefore, proceed with the moving and reestablishing of the service station as provided in the contract, without expense to the City of Astoria.

Yours very truly,

F. D. EASON
Assistant Division Engineer.

FDE:ZR

cc Mr. H. G. Smith
Mr. S. H. Probert ✓
Mr. Wm. E. Chandler

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRM 194-A, The Franklin Avenue-47th Street section of the Columbia River Highway in Astoria, to E. R. LaPointe, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

October 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 115-F, the West Lake section of the Oregon Coast Highway, to E. R. LaPointe, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 9, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

The plans, specifications and estimate for Oregon NRM 194-A, the Franklin Avenue-47th Street section of the Columbia River Highway in Astoria, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and the agreement estimate will be appreciated.

A statement is required as to what agency, State or City, will be responsible for maintenance. Will you please advise either before or at the time the project agreement estimate is forwarded.

As per telephone discussion today, the item "Removing Service Station" should be shown as a non-participating item on the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By

[illegible]
Sr. Highway Engineer

October 4, 1933

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Astoria Section, Project No. NRH 104-A.

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

Encl.

Oregon State Highway Department

National Recovery Municipal
Project No. NRM-194-A

ASTORIA SECTION OF THE
COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany paving plans. Not as basis for project agreements.)

Salem, Oregon, October 3, 1933.

Roadwork. (Sta. 0+48 to 20+02.2) (Sta. 0+69.3 to 5+73.9) - 20' Pavement

All Required		Removal of Structures and Clearing		$ 200.00 ✓
~~All Required~~		~~Moving Service Station~~		~~700.00~~
1,900	cu. yds.	Excavation, Single Classif.	$ 0.50	950.00
700	yd. mi.	Truck Haul	0.15	105.00
6	cu. yds.	Class "A" Concrete	25.00	150.00
20	lin. ft.	Salv. & Reinstall Drain Pipe	0.50	10.00
130	" "	8" Concrete Drain Pipe	1.00	130.00 ✓
30	" "	12" Concrete Pipe	1.50	45.00 ✓
130	sq. yds.	Removal of Old Pavement	0.50	65.00 ✓
150	cu. yds.	Top Course Cushion	1.50	225.00 ✓
300	" "	Lower Course Cushion	2.00	600.00 ✓
270	" "	Top Course Shoulders	2.00	540.00 ✓
1,000	" "	Base Course Shoulders	1.00	1,000.00 ✓
130	" "	Filler	0.50	65.00 ✓
130	" "	Hauling Filler	0.20	26.00
4,900	sq. yds.	Portland Cement Concrete Pavement	2.20	10,780.00 ✓
600	lin. ft.	3/4" Expansion Joints	0.25	150.00 ✓
200	" "	1" " "	0.20	40.00 ✓
2,500	" "	Contraction Joints	0.06	150.00 ✓
470	only	Dowels	0.20	94.00 ✓
2,000	lbs.	Tie Bars and Reinforcement	0.06	120.00 ✓
			Subtotal	$ 16,145.00 ✓
			10% Engr. & Cont.	1,614.50
			Total	$ 17,759.50

Length of Roadwork, (20' Pavement) 0.465 miles

Cost per mile $ 38,192.47

Roadwork. (Sta. 20+02.2 to 27+15.3) - 33' Pavement

All Required		Removal of Structures and Clearing		$ 100.00
600	cu. yds.	Excavation, Single Classif.	$ 0.50	300.00 ✓
300	yd. mi.	Truck Haul	0.15	45.00
750	lin. ft.	Concrete Curbs	0.70	525.00

240	sq. yds.	Concrete Sidewalks	$ 1.50	$ 360.00 ✓
100	" "	Removal of Old Pavement	0.50	50.00 ✓
30	cu. yds.	Top Course Cushion	1.50	45.00 ✓
60	" "	Lower Course Cushion	2.00	120.00 ✓
1,100	sq. yds.	Portland Cement Concrete Pavement	2.20	2,420.00 ✓
400	lin. ft.	1" Expansion Joints	0.20	80.00 ✓
300	" "	Construction Joints	0.06	18.00 ✓
280	each	Dowels	0.20	56.00 ✓
200	lbs.	Tie Bars and Reinforcement	0.06	12.00 ✓
		Subtotal		$ 4,131.00 ✓
		10% Engr. & Cont.		413.10 ✓
		Total		$ 4,544.10 ✓

Length of Roadwork, (35' Pavement) 0.135 miles

Cost per mile $ 33,660.00

National Recovery Municipal Funds Requested:-

Roadwork, - 20' Pavement	$ 17,779.50
" 35' "	4,544.10
	$ 22,323.60

October 4, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany paving plans on the East Lake Section, Project No. NRH 113-F.

Five bid proposals and five blueprint copies each, of the paving detail sheet and summary sheet, are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/HR

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-115-F

WEST LAKE SECTION OF THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany paving plans. Not as basis for project agreement.)

Salem, Oregon, October 3, 1933.

1,500	1,400	cu. yds.	Excavation, Single Classif.	$ 0.50	$ 700.00	750
	600	yd. mi.	Truck Haul	0.15	90.00	
330	300	cu. yds.	Sand Cushion	1.00	300.00	330.
2100	1,900	sq. yds.	Removal of Old Pavement	0.50	950.00	1050
	400	cu. yds.	Top Course Shoulders	3.00	1,200.00	
	40	" "	Filler	0.50	20.00	
	100	yd. mi.	Hauling Filler	0.20	20.00	
7,200	7,000	sq. yds.	Portland Cement Concrete Pavement	2.50	17,500.00	18000
700	680	lin. ft.	3/4" Expansion Joints	0.25	170.00	175
3600	3,500	" "	Contraction Joints	0.06	210.00	216
500	480	only	Dowels	0.20	96.00	100
3000	2,900	lbs.	Tie Bars and Reinforcement	0.06	174.00	180
				Sub-total	$ 21,430.00	22131
				10% Engr. & Cont.	2,143.00	2213.10
				Total	$ 23,573.00	24344.10

Length of Roadwork 0.587 miles

Cost per mile $ 40,158.43

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 7, 1932.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

Dear Sir:

In looking over the list of completed projects in Oregon, we note that Oregon F.A.P. No. 115-F has been completed for more than four months, and the final voucher has not been submitted. The amount of Federal Aid set up on this project is $10,952.48, no payments having been made to date.

As our Washington Office has laid particular stress upon the prompt submission of final vouchers, we suggest that it be submitted as soon as possible, unless there is a valid reason for delay.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Final was submitted
on 10-7-32
[illegible]

115-F

August 16, 1932.

Mr. E. C. Broadwell,
Highway Resident Engineer,
Cannon Beach, Oregon.

Dear Sir:

In checking over the statement of cost for the grading by state forces of the East Lake Section, we are unable to identify all of the costs which have been included in the amount $339.69, shown as the cost of 36-inch corrugated galvanized iron pipe. The cost of this pipe, according to the cost records in this office, is as follows:

Cost of Pipe and Connecting Bands........	$256.50
Testing Pipe..............................	8.50
Drayage...................................	10.00

Will you advise us what is covered by the remaining $64.69.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/HR.

cc W. E. Chandler

PR1157

STENCIL NO. 124

RECEIVED
APR 2 1932
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Ore.F.A.P. 115-F

Post Office Building
Portland, Oregon.

April 1, 1932

Mr. R.H.Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _______________ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By A H Benedict
A. H. Benedict
Asst. Highway Engineer

Encl.

Agr 11858

Form P. R. 2

State Oregon

Project No. 115, Section F

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—8518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 24th day of February, 1932 by and between the State Highway Commission of Oregon, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of July, 1927, a project statement, which was approved by the Secretary on the 30th day of August, 1927, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 17th day of December 1931, and approved by the Secretary on the 21st day of March, 1932, and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, nine hundred fifty-two and 48/100 dollars ($10,952.48) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(*a*) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

*(*b*) By the count ---------- of ----------
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by ----------
(State how placed under direct control of Highway Department)

*(*c*) ----------

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following road and/or bridge and approaches as described in detail in said surveys, plans, and specifications:

Between survey station 250+50 in the S.W.¼ of Sec. 15, T. 7 N., R. 10 W., W.M., and survey station 261+50 in the S.W.¼ of Sec. 22, T. 7 N., R. 10 W., W.M., terminal points, a distance of 0.587 mile~~s~~, known locally as the West Lake section of the Oregon Coast Highway, between Hebo and Astoria, Clatsop County, being Section F of Oregon Federal Aid Project No. 115.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 178, Laws of 1917; Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count......... of ....

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by

---

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of ten thousand, nine hundred fifty-two and 48/100 dollars ($10,952.48), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventeen thousand, six hundred and no/100 dollars ($17,600.00), the approved total estimated cost of said project.

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the ...., upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: .... (Include reference to statute authorizing

PAYMENTS

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to ....~~

~~.. (Official or depository)~~

~~hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of .... (Name)~~

~~(Strike out if not appropriate.)~~

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ....

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to ....

.... (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of .... (Name)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the

---

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the ....,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: .... (Include reference to statute authorizing funds, probable amount annually available, and how will be under direct control of Highway Department)

....

*(b) By the ....,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .... (Include reference to statute authorizing funds and probable amount annually available)

....

STRICKEN OUT

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ....

....
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 21st day of March, 1932

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

[SEAL]

By ....
Member, State Highway Commission.
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

[SEAL]

Actg R. W. Dunlap
Acting Secretary of Agriculture.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 115-F, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 17,600.00 as the total estimated cost of said project, and the sum of $ 10,952.48 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 21st day of March one thousand nine hundred and Thirty-two

R. W. Dunlap
Acting *Secretary of Agriculture.*

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4829

FORM 8-A-1 1844 7500 12-31

COMMISSIONERS
J. C. AINSWORTH, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

PR 115F

OREGON STATE HIGHWAY COMMISSION

Astoria, Ore.

Mar. 19, '32

IN REPLY PLEASE REFER TO FILE NO. 4EPN

RECEIVED
1932
DIV

W. D. Clarke Division engineer.
Salem Ore.

Dear sir;

In answer to your letter of the 17th file 112-17.

By request of G. S. Gray (to full-fill an agreement between G. S. Gray resident engineer, Mr. Gardener right of way engineer and J. E. Broderick property owner) we placed a truck and a man there to make the requested fill.

We paid them here and charged it to 4EDB. Hoping that this explains the matter to you, I remain,

Sincerely yours,

H. C. Broadwell

H. C. Broadwell resident engineer,

HCB/RIB

4E PN 508

March 17, 1932

Mr. E. G. Broadwell
Resident Engineer
State Highway Dept.
Astoria, Oregon

File 112-17

4 EPN

Dear Sir:

We note that on February 18th you charged the time of George Shaw and Fred Parkaniemi to 4 ESB, which prefix covers the cost of acquisition of right of way on the Astoria-Seaside Section.

Please tell us the nature of their work, as it does not appear clear why their time constitutes cost of acquisition of right of way.

Very truly yours

W. D. Clarke
Division Engineer

VO'N:EF

PR*

PR 1157

[illegible]

December 23, 1931.

Mr. G. S. Gray,
Resident Highway Engineer,
Tillamook, Oregon.

Dear Sir:

The Bureau of Public Roads has approved the West Lake Line Revision Project, and work can, therefore, be started whenever convenient. A set of the federal aid plans are being sent to you, under separate cover, and a copy of the federal aid estimate is being enclosed herewith.

Upon completion of the work, it will be necessary to provide the Bureau of Public Roads with a final estimate the same as though the work were contract work, and it will, also, be necessary to provide the Bureau with a statement showing the actual total cost of the work and the unit cost of each item in the estimate. Please, therefore, make whatever arrangements are necessary to secure this information.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:MR

cc W. D. Clarke,
Office.

encl.

pR 1157

December 14, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement, and six copies of an analysis of cost for pipe culverts, covering the West Lake Section of the Oregon Coast Highway, Project No. 113-F. Five sets of blueprint plans are being sent, under separate cover. It is our intention to do this work on a force account basis as a winter emergency project.

Very truly yours,

ROY A. KLEIN
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

WEST LAKE SECTION

Project No. 115-I

(Analysis of Cost for Pipe Culverts)

36" Concrete Pipe	**Per lineal foot**
Cost F.O.B. Portland	**$2.96**
Freight to Seaside	**1.50**
Cartage	**0.75**
Installation	**0.75**
	$ 5.96
(Use)	**$ 6.00**

Oregon State Highway Department   Project No. 115-F

[illegible] LAKE SECTION OF THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on estimated costs of construction by state forces.)

Salem, Oregon, Dec. 15, 1931.

All Required	Clearing and Grubbing		$ 100.00
13,000 cu. yds.	Excavation, Single Classif.	$0.35	4,500.00
4,000 yd. sta.	Overhaul	0.03	120.00
16,000 yd. mi.	Truck Haul	0.15	2,400.00
100 lin. ft.	36" Concrete Pipe	6.00	600.00
6,000 cu. yds.	Talus Rock Topping	0.30	1,800.00
54,000 cu. yds.	Truck Haul on Rock Topping	0.12	6,480.00
			$ 16,000.00
	10% Engr. & Cont.		1,600.00
	Total..........		$ 17,600.00

Length of Project	0.587 miles	
Cost per mile	$29,982.96	
	State Funds available	$ 6,647.58
	Federal Aid Requested	10,952.42
		$17,600.00

State funds for construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State funds for maintenance: Chapter 41, Laws 1927.

CONTRACT#1532,

SEE:

CONTRACT#1445,

1532 [illegible] Contract [illegible]

CONTRACT #1533,

NRS 213 Klaskanine River-Scofield 1933
Sec.
1533

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 8, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The revised project statement sketch map for Oregon U.S. Public Works Highway Project NRS 213, submitted with your letter of November 13 has been examined and found satisfactory. It is being filed as superseding the project statement sketch map originally approved.

It is noted that the revision of the project increases its length from 2.7 miles to 14.3 miles.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

nrs 213-a

November 21, 1953

Averill & Philpott
C/o A.R. Averill,
Route 10,
Portland, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 1553 which was awarded to you for the construction of two bridges on the Nehalem Secondary Highway near Mist in Columbia County.

Will you kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the Highway Commission? When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the provisions relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

MC

nro 213-a

November 20, 1933

Averill & Philpott
c/o A. R. Averill
Route 10
Portland, Oregon

Gentlemen:

Confirming our telegram to you of today, please be advised that the State Highway Commission has awarded you the contract for the construction of two bridges on the Nehalem Secondary Highway near mist at the bid price submitted by you on November 15, 1933. Contract forms will be mailed to you in due time for your execution. In the meantime you may consider this letter your authority to commence your construction operations on this project.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:
jn

C.C. Bridge Dept.

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		CABLE LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT
J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

November 20, 1933 Salem, Oregon

Averill & Philpott
C/o A. R. Averill
Route 10
Portland, Oregon

STATE HIGHWAY COMMISSION HAS AWARDED YOU CONTRACT FOR CONSTRUCTION TWO BRIDGES ON NEHALEM SECONDARY HIGHWAY NEAR MIST AT YOUR BID PRICE SUBMITTED NOVEMBER FIFTEENTH

H. B. Glaisyer, Secretary

HBG:jn

24 wd. Telegram 1 extra
4:25 P. M.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Secretary

Western Union

~~A. R. Averill~~

Averill & Philpott
% A. R. Averill
Rt 10
Portland

State Hwy Comm has awarded you contract for constructing two bridges ~~[illegible]~~ on Nehalem secondary Highway near Mist at your bid price submitted November fifteenth

H B Glaisyer
secretary

Western Union

FORM 5-B-1 9042 1M 6-33

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

NRS 213

November 16, 1933.

Mr. W. H. Lynch,
District Engineer.
U. S. Bureau of Public Roads
Box 3900
Portland, Oregon.

Dear Sir:

Reference is made to your letter of November 14, concerning Oregon Project NRS-213. The priority list for these bridges was made up from an inspection of the structures themselves, and without any survey of the line.

Item No. 3 in the priority list is for a culvert at Mile 31.4. There should be a line change of considerable magnitude before building a permanent structure to replace the present culvert. The cost of this line change would be considerably above the amount of money allocated for the structure, so we expect to maintain the present structure for several years before making the change.

Item No. 7 is for a culvert at Mile post 12.0. Here too, a considerable line change is necessary before building a permanent structure, and we are taking this out of the priority list for the reason that the funds allocated to the section are not sufficient to cover the line change. We expect to build a temporary structure at the present site to serve for several years.

Item No. 9 is a small culvert at Mile 49.6. A detailed survey of this site indicates that drainage could be carried by a pipe culvert which we are installing with our maintenance forces.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

GSP:AP

November 14, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of November 6 and your reply of November 10, on Oregon project NRS 213.

You advise that items Nos. 3, 7 and 9 of our letter were not shown on the sketch map for the reason that it is not the present plan to construct the bridges with NRS funds. We should like to be advised of the reasons for your elimination of these structures, which were shown on the priority list.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

November 13, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Klaskanie River-Buxton Section of the Nehalem Highway, Project No. NRS 213. These papers have been revised to include the new work to be done within the original project limits and, likewise, on the section from the south end of Project NRS 213-B and Buxton, these improvements being a part of the 1935 NRS Program.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/RR

Encl.

STATE Oregon

PROJECT NO. NRM 83 (Revised)
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

NATIONAL RECOVERY HIGHWAY ACT

~~FEDERAL AID ROAD ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto.~~

Approved June 16, 1933, and acts amendatory thereof and supplementary thereto.

(Date) November 13, 1934

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved June 16, 1933 ~~July 11, 1916 (39 Stat., 355)~~, entitled "An Act to encourage National Industrial Recovery, to foster fair competition, and to provide for construction of certain useful public works," ~~provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,~~" as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Klaskanine River-Burton Section, Nehalem Highway
2. Between ~~control points of official description:~~ a point in NE¼ Sec. 11, R. 7 W., T. 6 N., and a point in NE¼ Sec. 4, R. 4 W., T. 2 N.
3. Between intermediate control points if used: and

County of Clatsop, Columbia and Washington

4. Length in miles (gross) 14.3 (net) 14.3
5. Preliminary estimate of cost: Total, $145,000; Sections ~~section~~ of road to be next ~~first~~ improved, $43,000,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Sufficient to insure completion: Chapter 173, Laws 1917; Chapter 31, Laws 1920; Chapter 248, Laws 1930.
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

7. Funds for maintenance to be provided by State , from the following
(State or (and) county.)

sources: Current Income: Chapter 41, Laws 1927; Chapter 248, Laws 1930.
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census: None

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

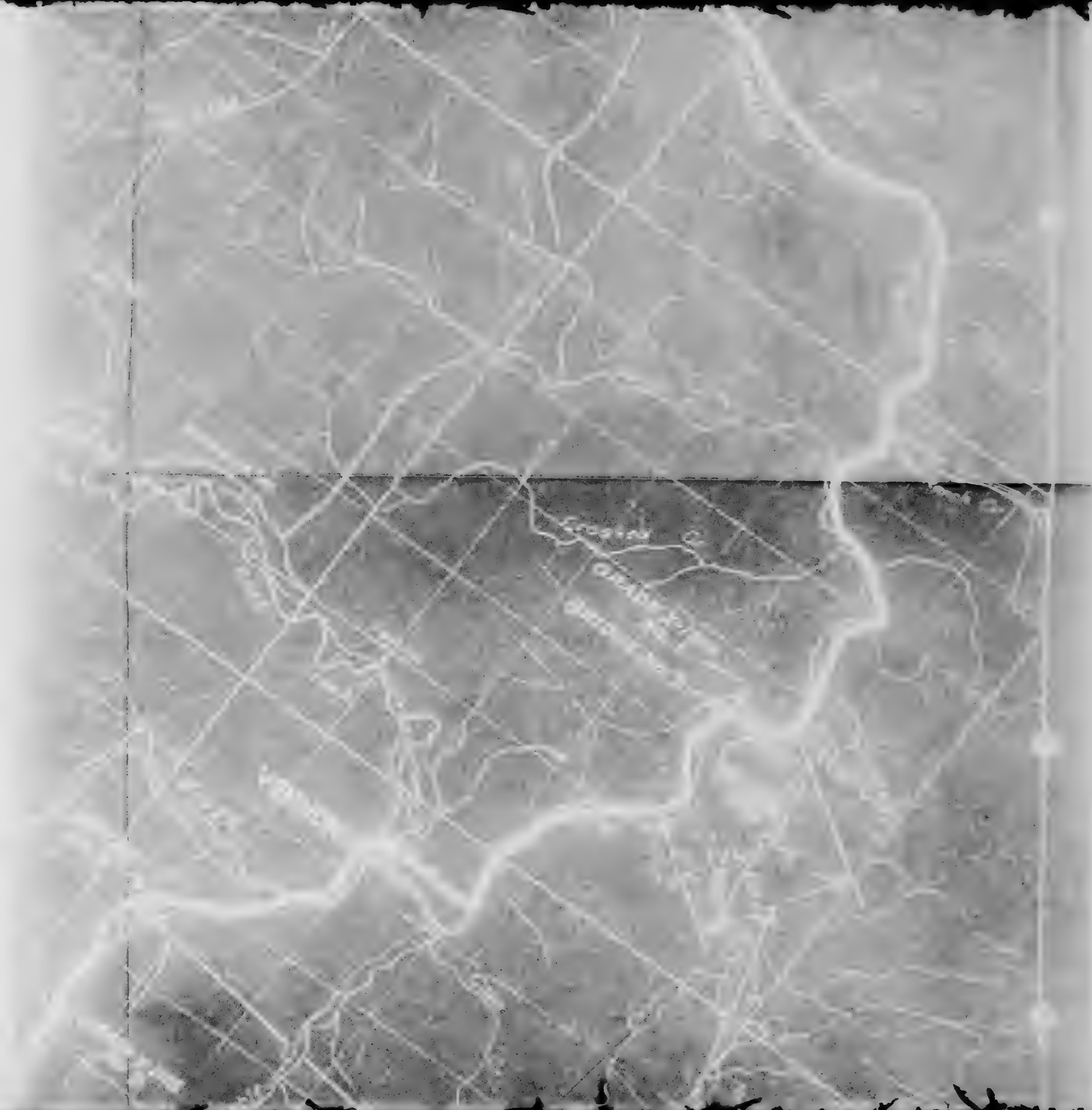
By

As Commissioner
(Title of officer.)

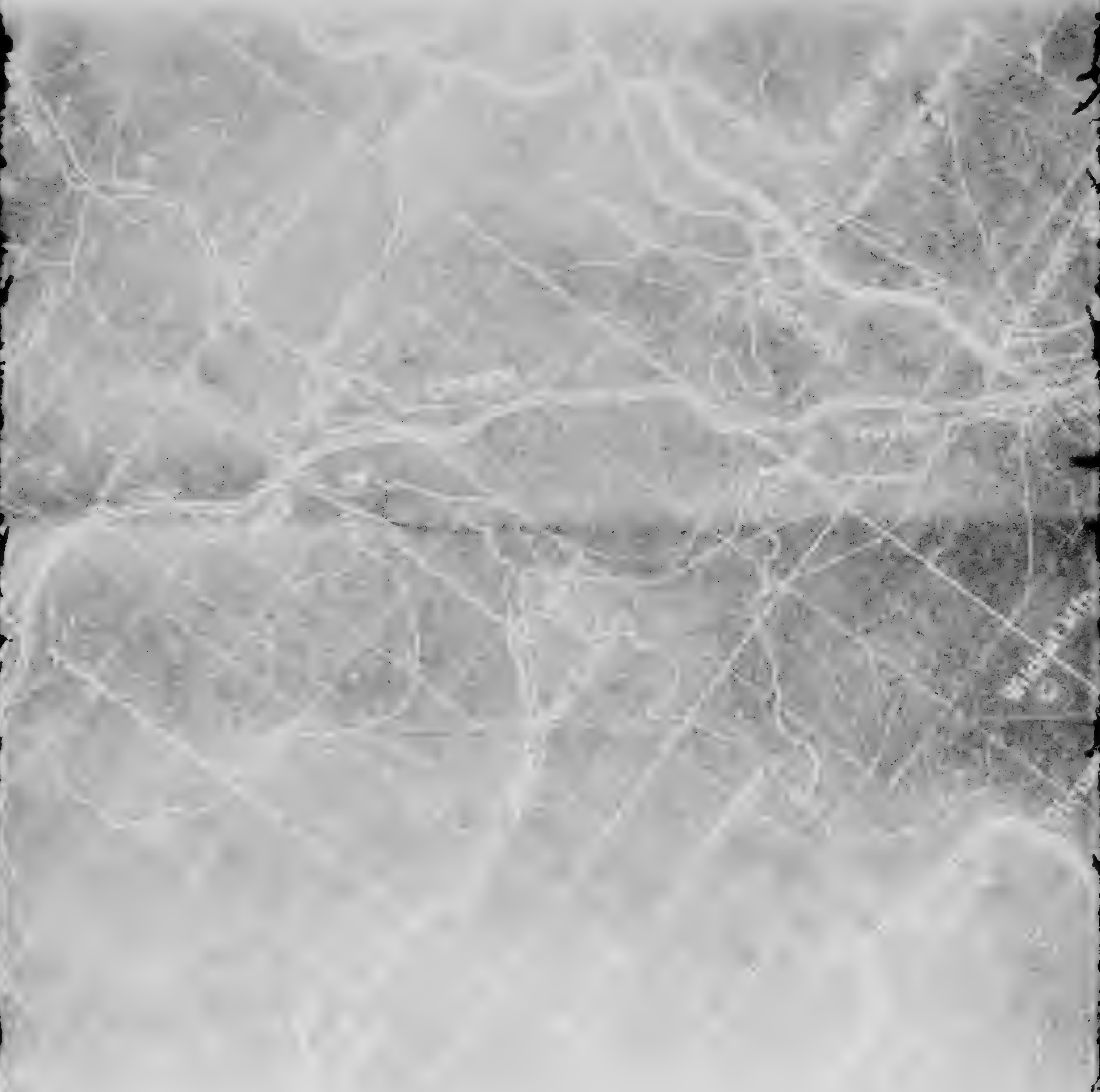
By

As Commissioner
(Title of officer.)

PUGET



River



October 17, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement covering the Klaskanine River-Seafield Section of the Nehalem Highway. We have assigned No. NRS-213 to this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. NRS 213
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL-AID ROAD ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto~~

NATIONAL INDUSTRIAL RECOVERY ACT
Approved June 16, 1933

(Date) October 17, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Klaskanine River-Scofield Sec., Nehalem Highway

2. Between control points of official description: ______ and ______

3. Between intermediate control points if used: ______ and ______

County of Clatsop, Columbia and Washington

4. Length in miles (gross) 2.7 (net) 2.7

5. Preliminary estimate of cost: Total, $ 54,000; section of road to be first improved, $ 54,000, of which $ 24,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.)

Sufficient to insure completion: Chap. 175, Laws 1917; Chap. 11, Laws 1920; Chap. 248, 1932.
(Source; refer to statute.)

(b) County ______
(Amount.) (Source; refer to statute.)

8—8073

7. Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current income: Chap. 41, Laws 1927; Chap. 248, Laws 1932. (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION,
(Official title of Highway Department.)

By

As Chairman.
(Title of officer.)

By

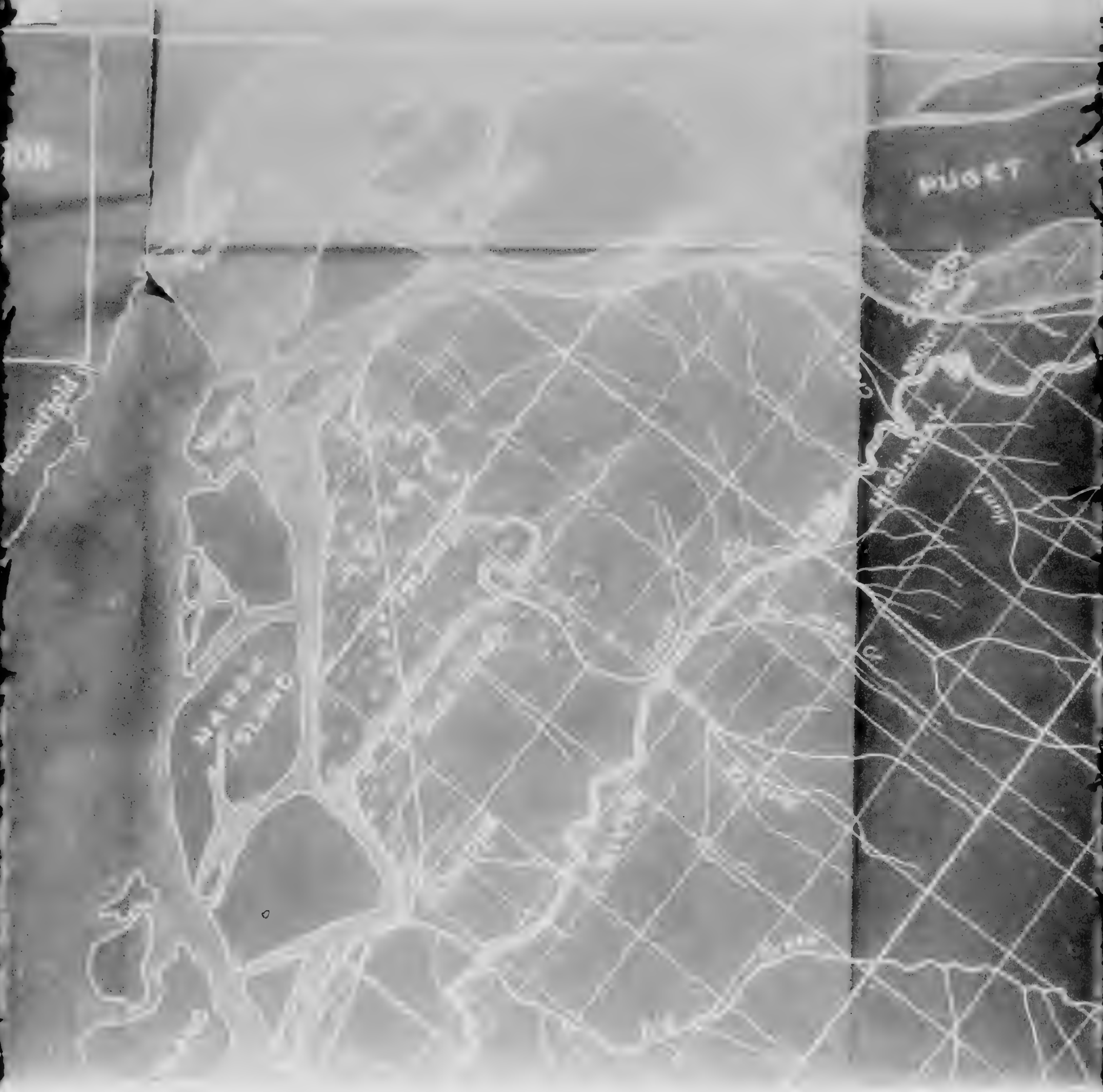
As Commissioner.
(Title of officer.)

By

As Commissioner.
(Title of officer.)

[illegible] 8—[illegible]

MARSH ISLAND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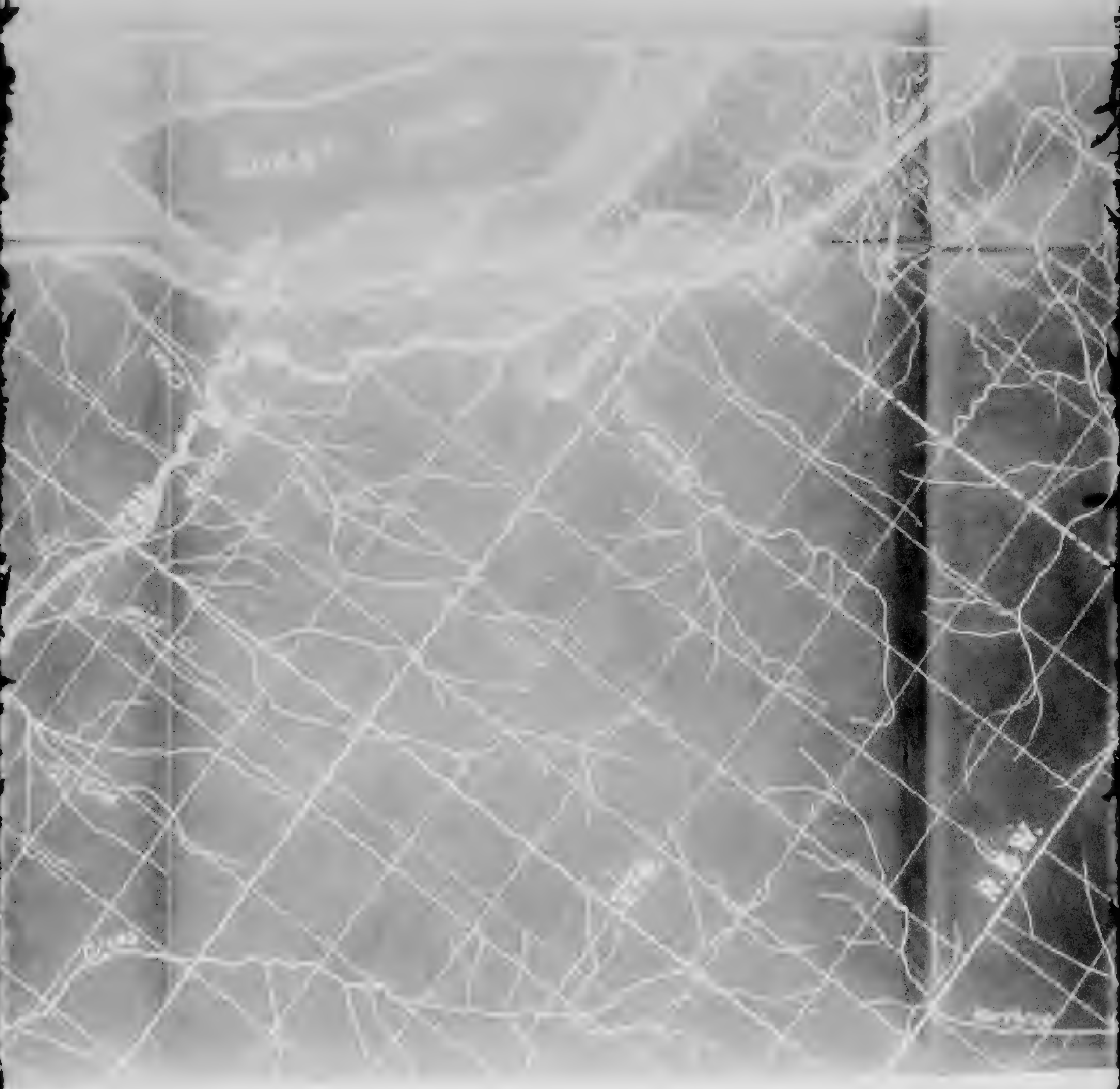
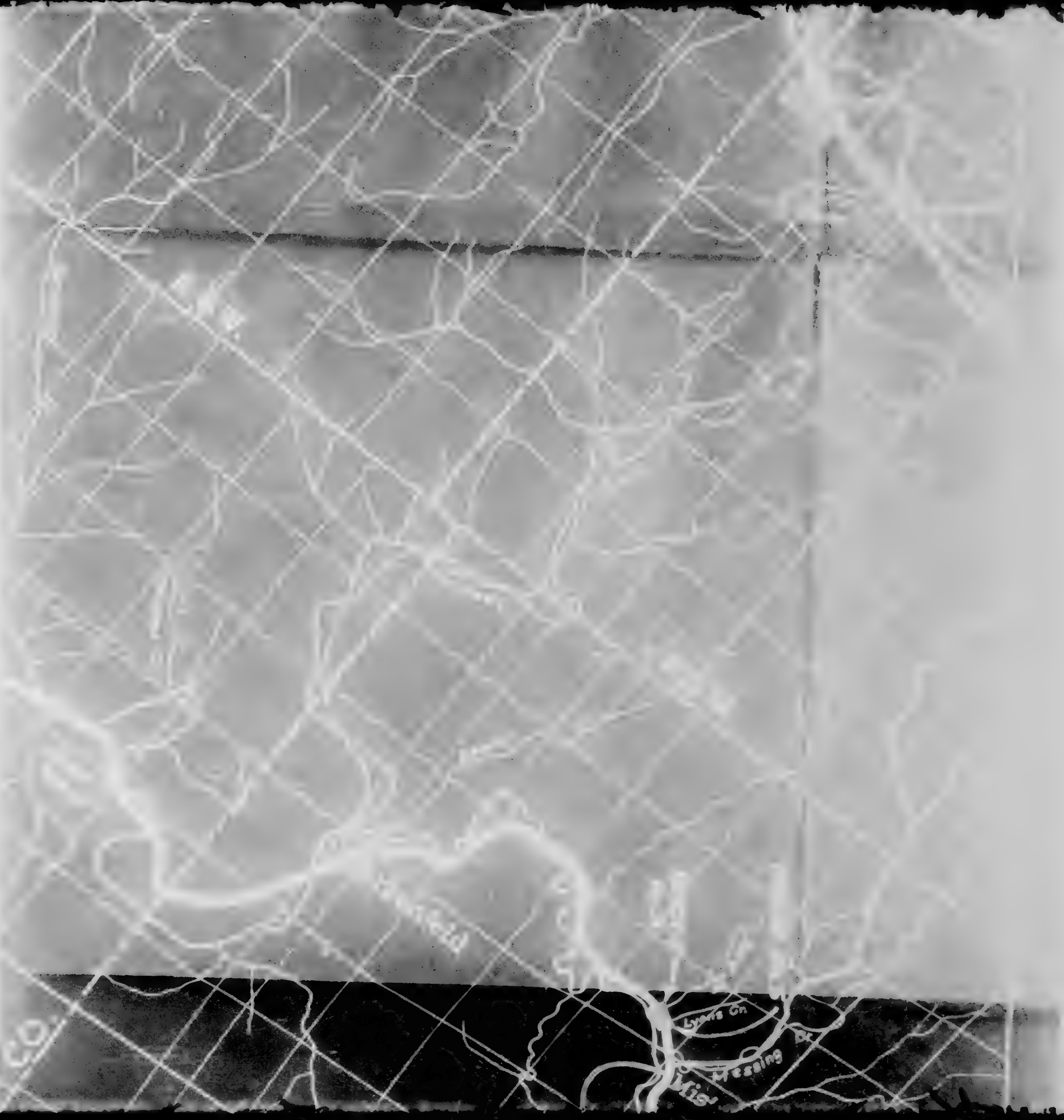
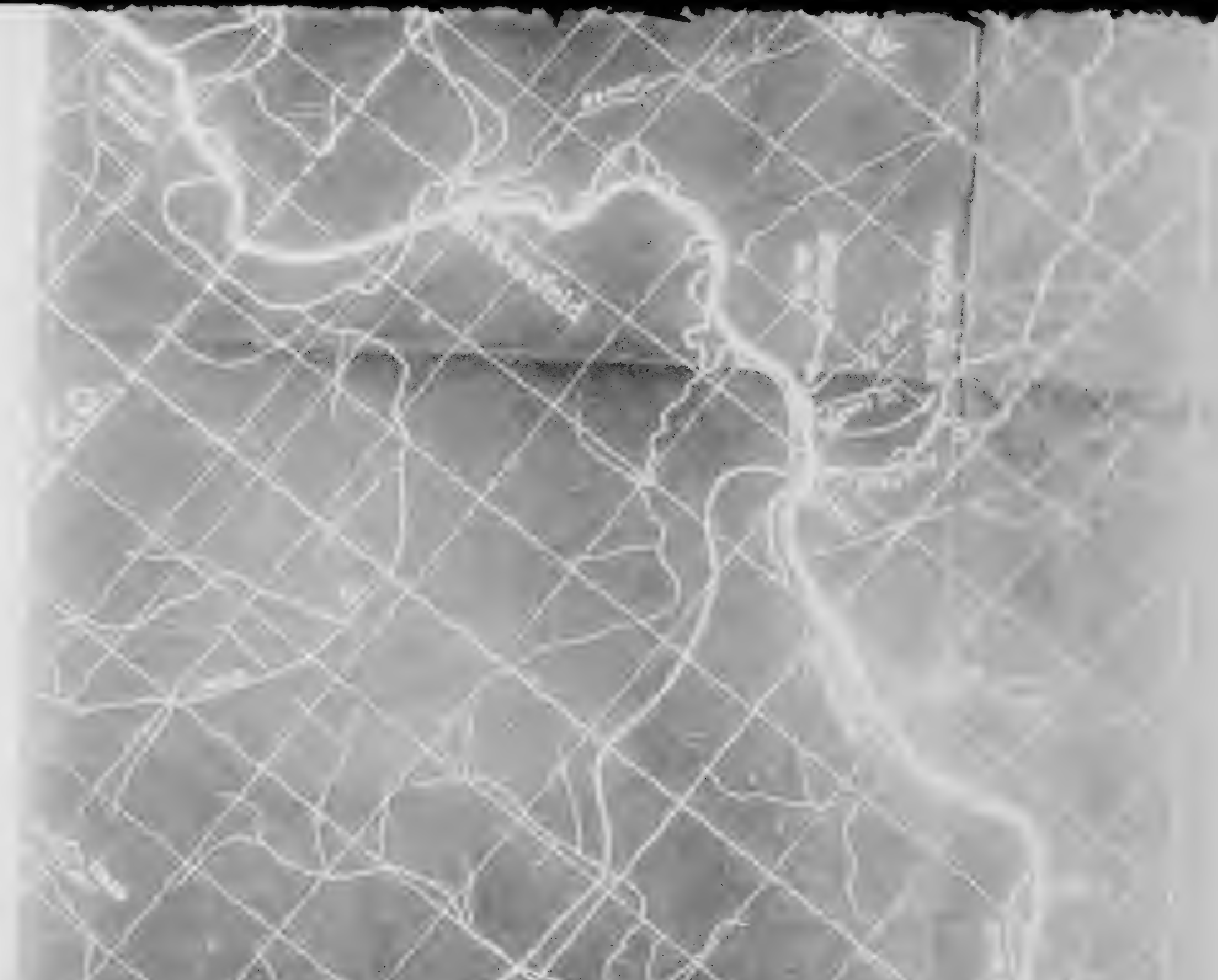
PUGET
ISLAND
HIGHWAY





Lyons Cr.
Messing
Mis


Crooked Cr.

River
Cr.
RIVER
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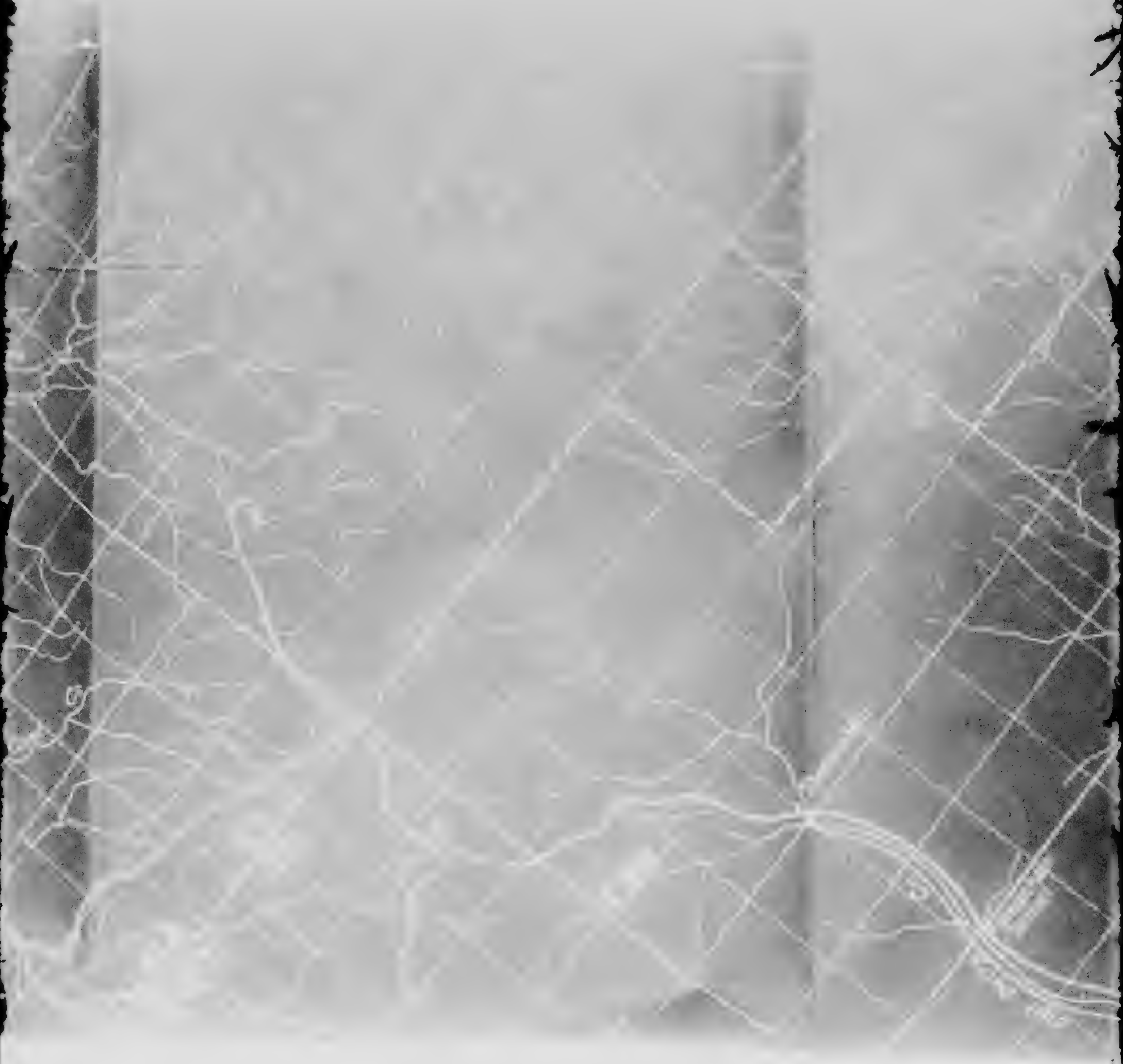
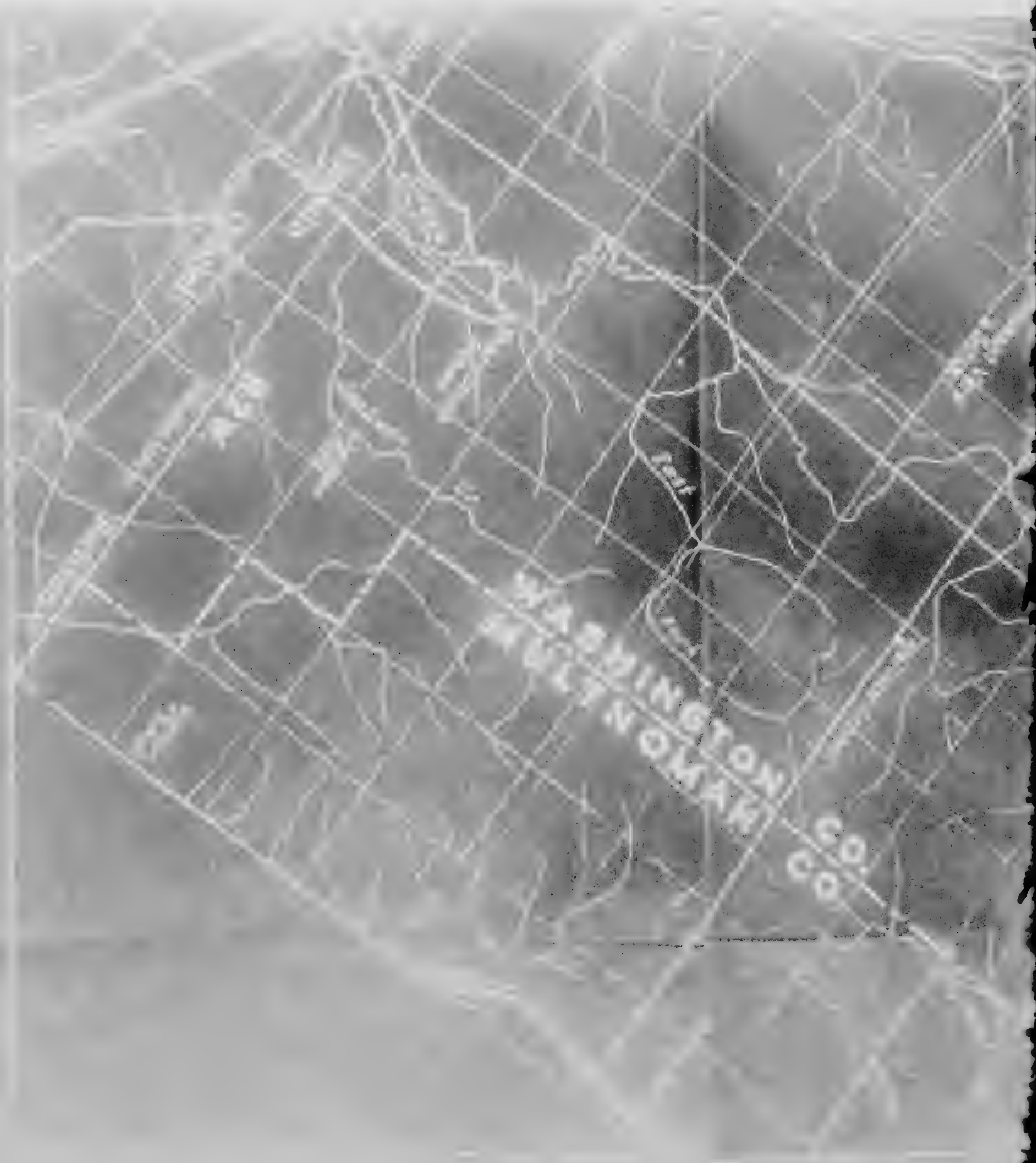
CO.

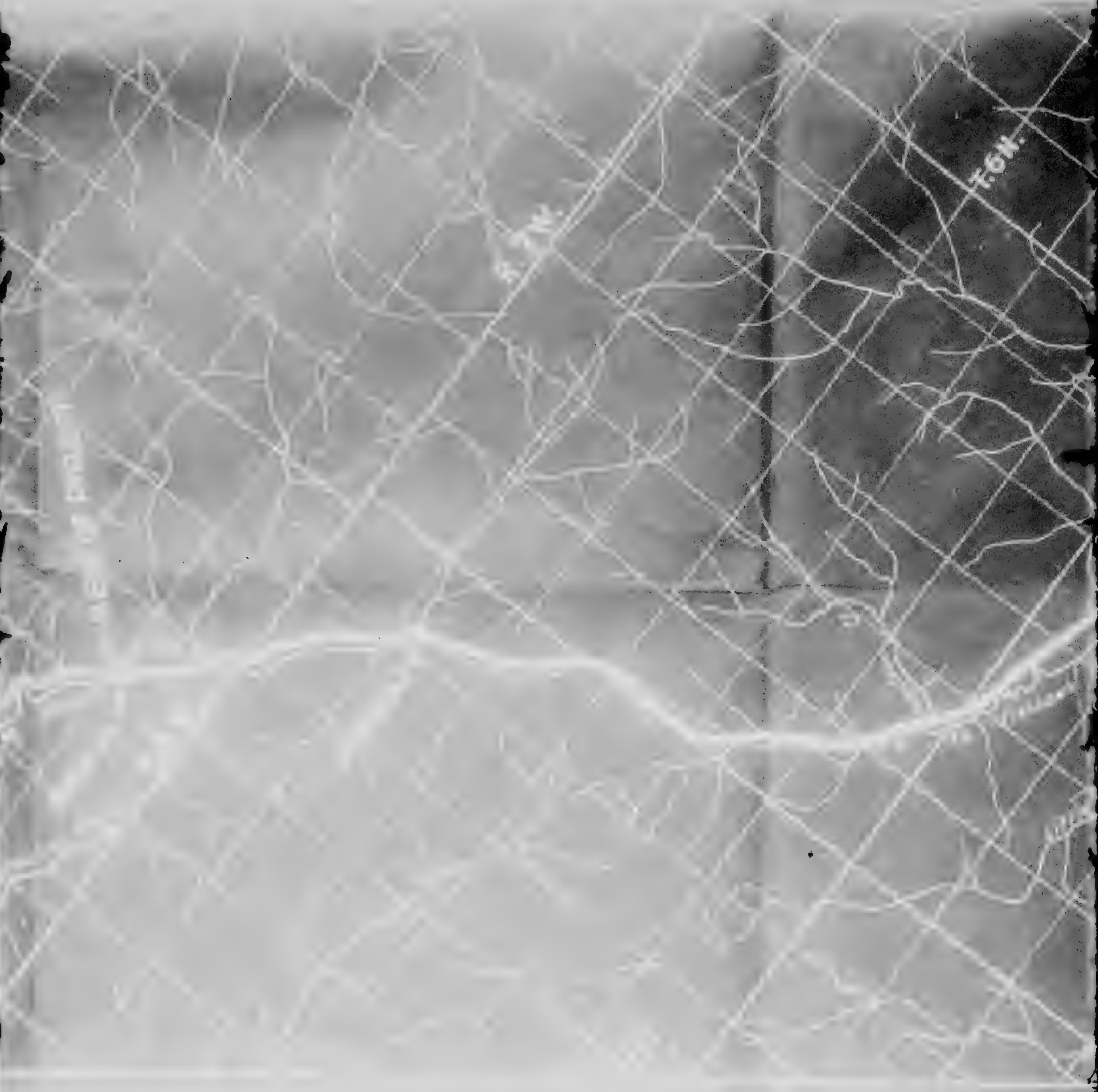


WASHINGTON
MULTNOMAH
East Fork
Jackson Cr.
Lincoln
R2

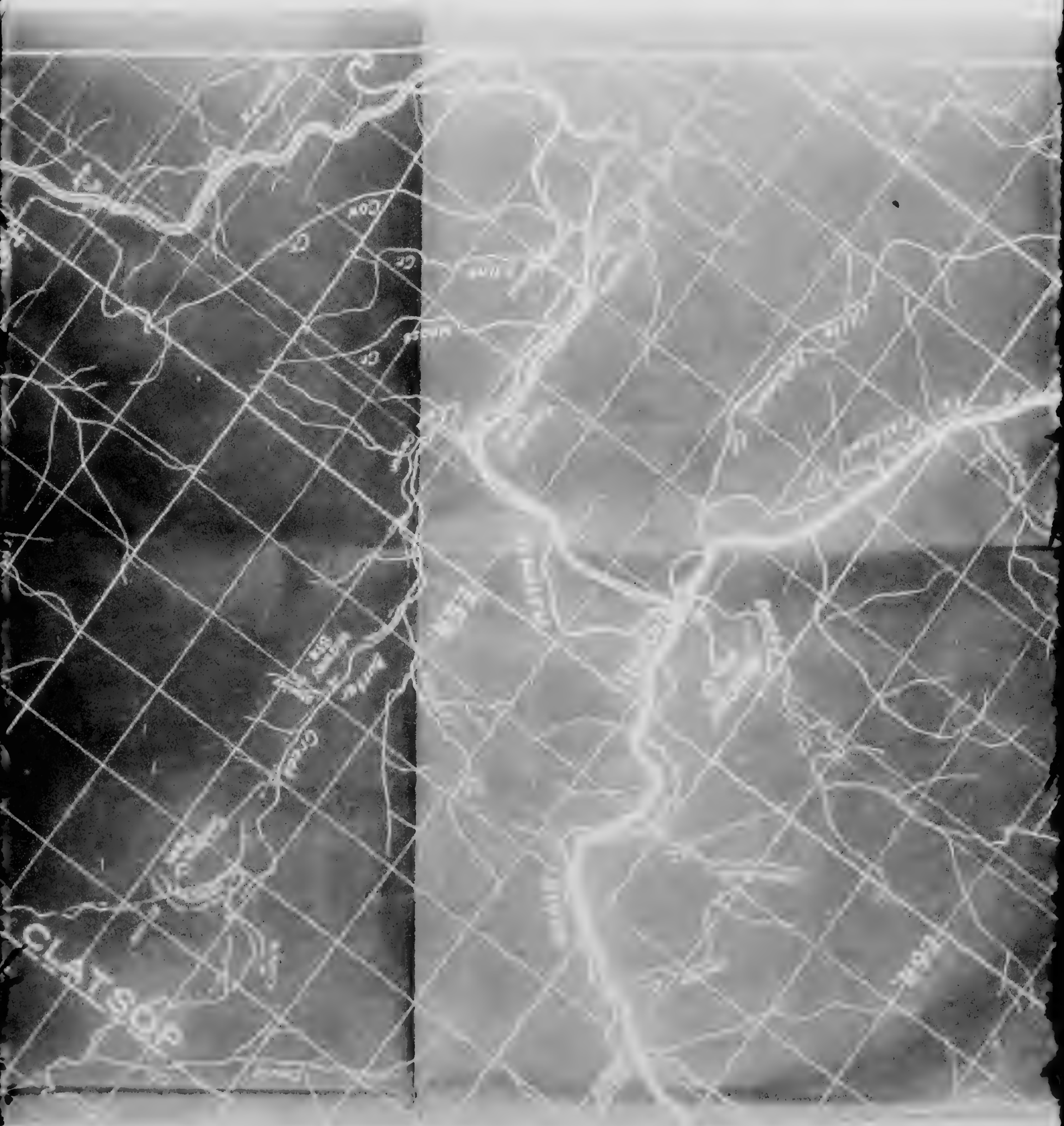

WASHINGTON CO.
MULTNOMAH CO.

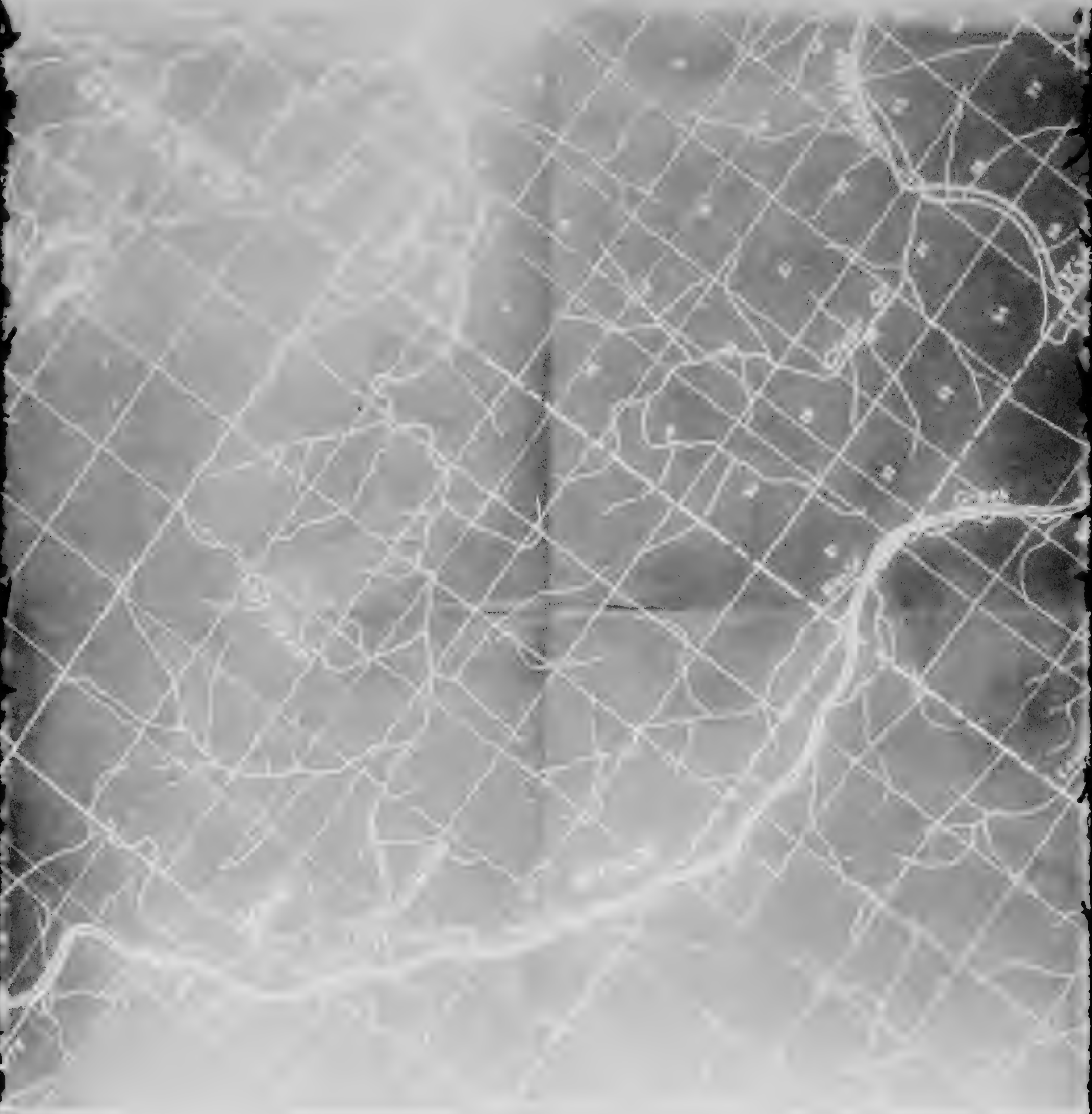
COLUMBIA
John Day
CATHLAMET
Marys Cr.

CATHARINES
PROJECT

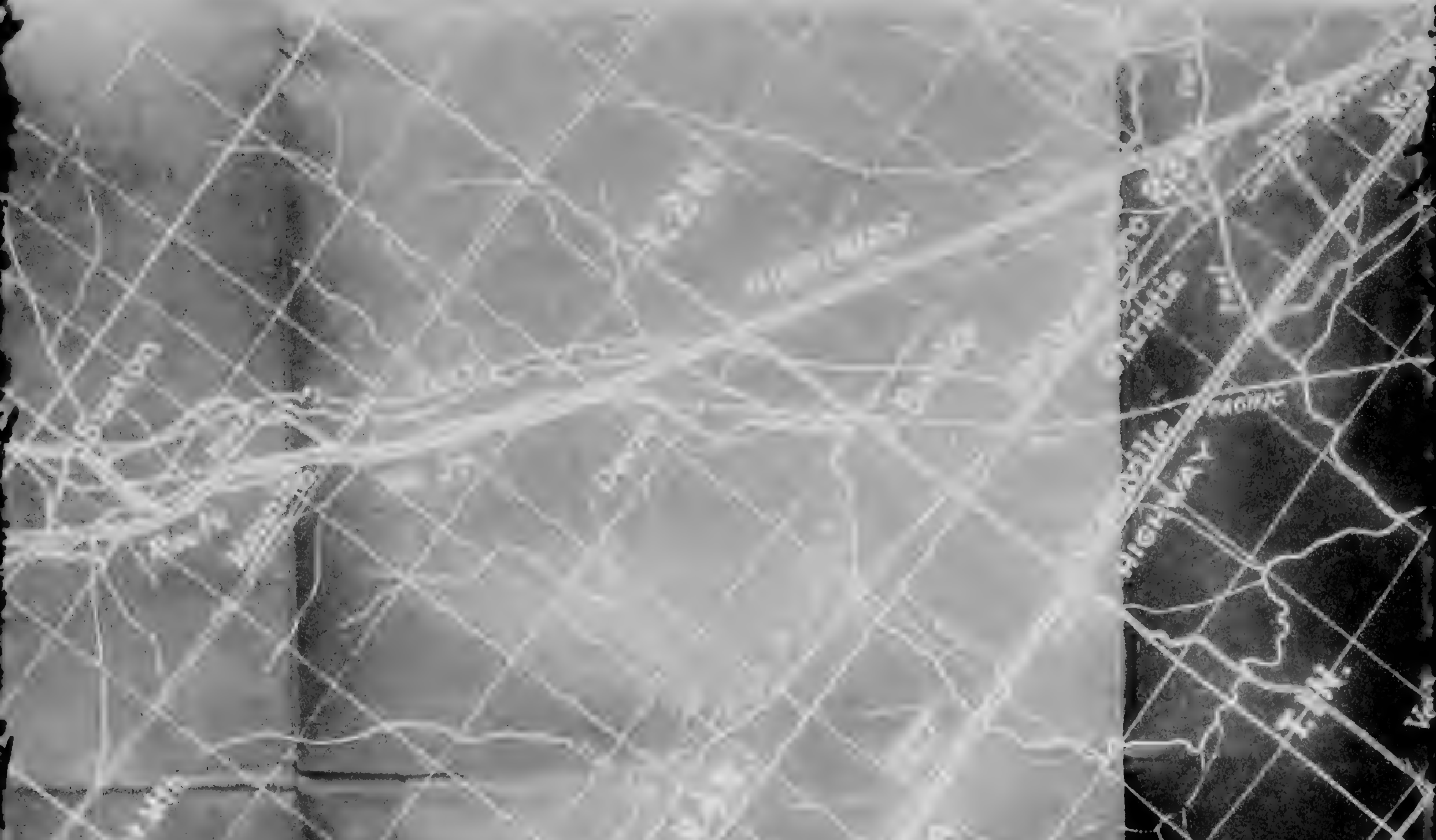


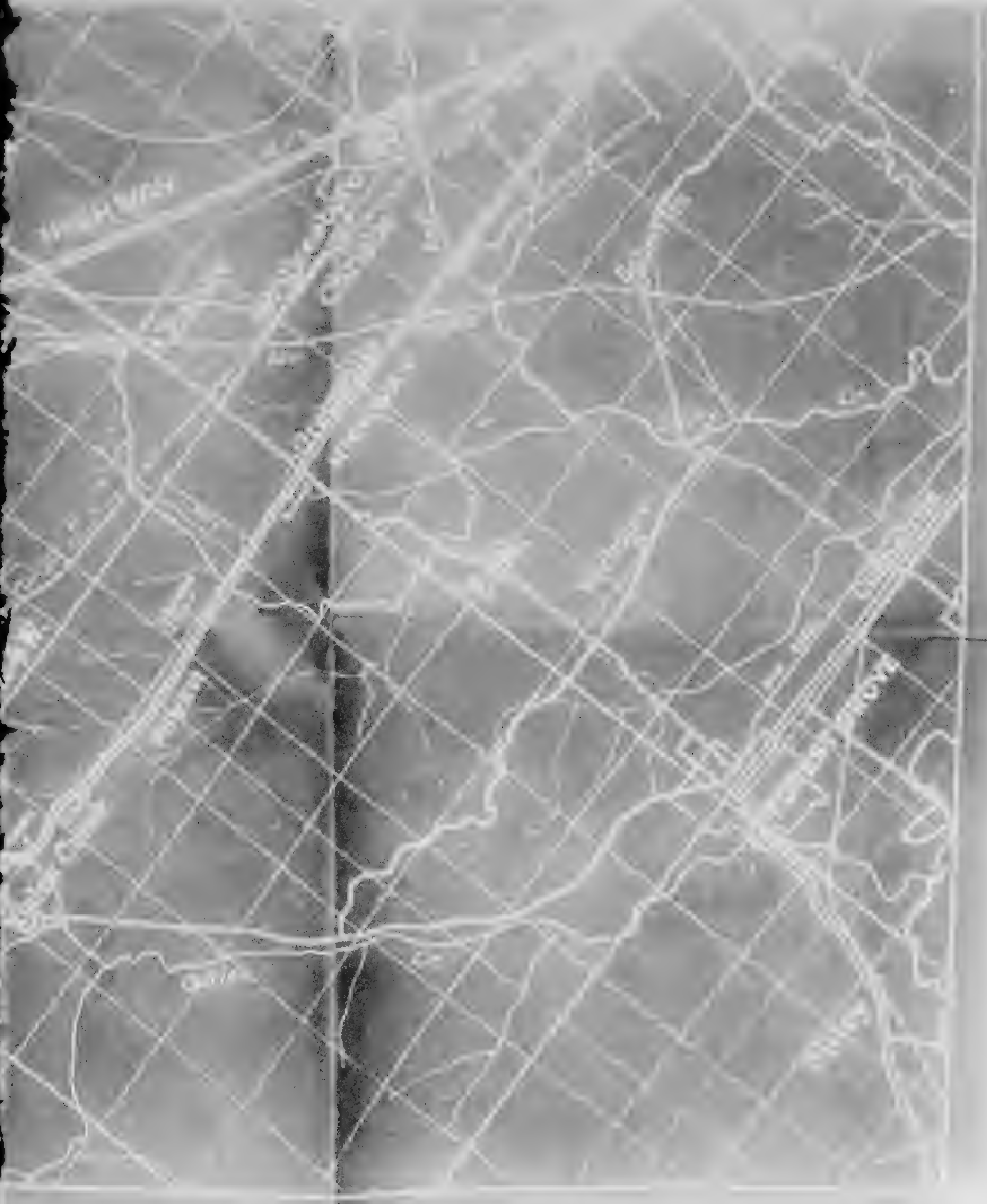
T.6N.


CLATSOP
Creek
Cr
Cr
Cr
Cow



Mtn
Greenwood


PACIFIC
HIGHWAY
Cr.



November 6, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith three copies of project statement and three copies of sketch map for Oregon Secondary project NRS 213, Nehalem Highway, for correction.

The Secondary Program priority list includes the following:

Item No. 1 - 1.7 miles grading, Washington Summit-South.
Item No. 2 - Beneke Creek, bridge and approaches.
~~Item No. 3~~ - Creek, culvert and fill, M.P. 31.4.
Item No. 4 - Clatskanie Creek, bridge and approaches, M.P. 15.9.
Item No. 5 - Ford Creek, bridge and approaches, M.P. 44.7
Item No. 6 - Lyons Creek, bridge and approaches, M.P. 44.8.
~~Item No. 7~~ - Creek, culvert and grading, M.P. 12.
Item No. 8 - Clatskanie Creek, bridge and approaches, M.P. 19.5.
Item No. 9 - Creek, culvert and fill, M.P. 49.6.

Of the above items, Nos. 3, 7 and 9 are not shown on the sketch map. If it is intended to include them, the project statement and sketch map should so indicate.

Under item 2 of the project statement the work contemplated should be listed as follows:

"______ Bridges at _____ __________ _____ and _____ miles of roadway between ________ and ________."

To identify the bridges, the rivers over which they are to be constructed should be named. The grading should be identified by the 1/4 section, township and range of the outside limits.

Please note the wording of the first paragraph of the project statement, which should be standard for all secondary projects.

The priority list indicates that bridges Nos. laand 2 are to be built over Clatskanie Creek, while the sketch map shows

Bridge No. 1 over the Klaskanine River, and Bridge No. 2 over an unnamed creek flowing into the Klaskanine River. In listing these bridges on the project statement, the description should agree with the sketch map.

Your attention is called to the apparent discrepancy between the grading mileage as shown by the sketch map and project statement, and the priority list. The two former indicate 2.7 miles of grading, while the latter shows the mileage as 1.7 miles.

Until the project statement is approved, we cannot concur in award of contract on this project. Will you therefore please submit five copies of the revised documents as soon as possible.

Very truly yours,

W. H. LYNCH
District Engineer

Encls.

November 10, 1933

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are returning herewith the revised project statement papers for Project No. NRS-213, which has been revised in accord with the suggestions contained in your letter of November 6th.

The items 3, 7 and 9 mentioned in your letter were not shown on the sketch map for the reason that it is not the present plan to construct the bridges with NRS funds.

The bridges No. 1 and No. 2 shown on the map are across the two forks of the Klaskanine River. The priority list incorrectly gave the name of these streams as Clatskanie Creek.

The total length of the project, given as 2.7 miles is approximately correct, the proposed grading section being about 2.4 miles in length and the bridges and approaches approximately 0.3 mile. The lengthsgiven in the priority list mentioned in your letter necessarially show considerable variation as the list was prepared prior to the survey of many of the proposed improvements.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NRS 213
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY
NATIONAL RECOVERY HIGHWAY ACT
~~FEDERAL AID ROAD ACT~~
Approved July 11, 1916, and acts amendatory thereof and supplementary thereto
Approved June 16, 1933

(Date) October 17, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved ~~July 11, 1916~~ June 16, 1933, (39 Stat., 355), entitled "An Act ~~to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes~~ to encourage national industrial recovery, to foster fair competition, and to provide for the construction of certain useful public works," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Klaskanine River-Scofield Sec., Nehalem Highway
2. ~~[illegible]~~: 5 bridges at M.P. 15.9, 19.9, 29.8, 44.7 and 44.8 and roadwork from a point in S.E. 1/4, Sec. 8, T. 5 N. R. 4 W. and a point in N.E. 1/4 Sec. 29, T. 5 N. R. 4 W.
3. Between intermediate control points if used: ______ and ______

County of Clatsop, Columbia and Washington

4. Length in miles (gross) 2.7 (net) 2.7
5. Preliminary estimate of cost: Total, $54,000; section of road to be first improved, $54,000,

of which $24,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.)

Sufficient to insure completion; Chap. 175, Laws 1917; Chap. 51, Laws 1929; Chap. 248, 1932.
(Source; refer to statute.)

(b) County ______
(Amount.) (Source; refer to statute.)

8—8073

7 Funds for maintenance to be provided by State (State or (and) county.), from the following sources: Current income: Chap. 41, Laws 1927; Chap. 248, Laws 1932.

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement: Route Report by J.F.Cameron, Asst.Hwy.Engineer, B.P.R.

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION,

By

(Title of officer.) Chairman.

By

(Title of officer.) Commissioner.

By

(Title of officer.) Commissioner.

[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

PL 213

November 7, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Mr. J. M. Devers,
Attorney,
Office.

Dear Sir:

I am attaching herewith two maps of the proposed undercrossing with the Vernonia Branch of the S.P. & S Railroad on the Nehalem Secondary Highway.

Will you kindly initiate proceedings with the Public Utilities Commission and the S. P. & S. Railroad by which by which this undercrossing is applied for. We are very desirous of entering the contract for the construction of a section of highway adjacent to this crossing, and request that arrangements be made with the S. P. & S. Railroad by which we can proceed with this contract prior to the holding of the hearing. It is my understanding that we are to stipulate that the full price of the undercrossing will be paid from N. R. H. Funds and that no expense will be caused the Railroad Company.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

CONTRACT #1533,

NRS 213-A Ford & Lyons Cr. Sec. 1933

1533

213 A

September 6, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final voucher in amount $1,462.94 for the Ford Creek and Lyons Creek Bridges, Project No. NRS 213-A. The constructed length agrees with the plans which you now have.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/KR

Encl.

38

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 5, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Project USPW - NRS 213-A, was made by a representative of this office on May 23, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

#1533

Specs -213a

May 25, 1934

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1533 for the construction of bridges over Ford and Lyons Creeks on the Nehalem Secondary Highway in Columbia County has been completed by the contractors, Averill & Philpott, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 4, 1934.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $12,020.32 including the final payment. Of this amount $183.26 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1533

213-A

May 15, 1934

Mr. H. B. Glaisyer

Dear Sir:

For your information Averill & Philpott have completed their work on the Ford & Lyons Creek bridges, Contract No. 1533, and we would be pleased to have you secure authorization from the commission to pay the final estimate on this job.

The work was completed on May 7, 1934.

Very truly yours,

WAReeves

W. A. Reeves

dk

approved by commission 5/16/34

HBG

213 a

Hwy.- 18459

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRS-213, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:**

Whereas the Highway Department of said State submitted on the 17th day of October, 1933, a project statement, which was approved by the Secretary on the 16th day of November, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 31st day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirteen thousand, fifty-nine and 47/100 dollars ($13,059.47) as the share of the United States payable under said act on account of Section A of said project, which is ~~does not exceed the authorized Federal pro rata share o~~f the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Two Bridges, and approaches:

Between survey stations 92+90 and 94+70 and survey stations 102+00 and 103+90, about 1/2 mile west of Mist, in the SE¼ of Section 14, T 6 N, R 5 W

, length 0.070 of a mile, in Columbia County, being Section A of Oregon U.S.Public Works project No. NRS-213, consisting of 0.031 of a mile of roadway and two bridges, each of more than 20 feet clear span, 0.039 of a mile in length, known locally as the Ford Creek and Lyons Creek Bridges on Nehalem Highway.

5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of thirteen thousand, fifty-nine and 47/100 dollars ($ 13,059.47), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~ ~~dollars ($~~ is ~~xxxxxx~~), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By Carl Washburne
Member, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By ....
(Title of officer)

By ....
(Title of officer)

Secretary of Agriculture
~~*Secretary of Agriculture.*~~

By P. St. J. Wilson
Act Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S.Public Works** Project No. **NRS-213-A.** State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **13,059.47** as the total estimated cost of said project, and the sum of $ **13,059.47** as the share of the United States, payable under said acts on account of such project, which **is the** ~~[illegible]~~ total estimated cost.

Done at the city of Washington, this 4 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~[illegible]~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads

ms 213-a

December 20, 1933

Averill & Philpott
Route 10
Portland, Oregon

Gentlemen:

We are sending you by express an executed copy of State Highway Contract No. 1533 which was awarded to you for the construction of a bridge over Ford Creek and a bridge over Lyons Creek on the Nehalem Secondary Highway in Columbia County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

Route 10 Portland Oregon
December the sixth,
1933.

Oregon State Highway Commission,
Salem Oregon.

Gentlemen,

Regarding the contract for the Ford and Lyons Creek bridges. We had to send them to Bandon to have one of the partners sign. He happened to be away over the Thanksgiving holidays and did not get back until Sunday. I had him on the phone yesterday and he said he would send the signed contracts back at once . I will send them to your office as soon as they return. Sorry if this delay is out of order.

Yours truly,
Archie R Averill
Averill and Philpott

RECEIVED
DEC 7 - 1933
OREGON
[illegible] COMMISSION

December 5, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of December 2nd, we are enclosing herewith, one additional copy of the agreement estimate for Project No. NRS 213-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

December 2, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of November 24, 1933, submitting the contract estimate for Oregon NRS 213-A, the Ford and Lyons Creek bridges.

As only five copies of the estimate were received, will you please send us one additional copy as soon as possible. Action on this project agreement estimate is being withheld pending receipt of your reply.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

November 24, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Ford and Lyons Creek Section. Project No. NRH-215-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-213-A

FORD CREEK AND LYONS CREEK BRIDGES

ON THE NEHALEM HIGHWAY IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 23, 1933.

BRIDGES

Ford Creek Bridge, No. 1774

750	lin. ft.	Treated Trestle Piling	$ 1.25	$ 937.50
65	cu. yds.	Class "D" Concrete	19.75	1,283.75
14,000	lbs.	Metal Reinforcement	0.05	700.00
21	M-FBM	Treated Lumber and Timber	83.00	1,743.00
240	lin. ft.	Composite Handrail	2.75	660.00
All Required		Remove Old Bridge and Maint. Traffic		650.00
				$ 5,974.25

Lyons Creek Bridge, No. 1775

600	lin. ft.	Treated Trestle Piling	$ 1.25	$ 750.00
55	cu. yds.	Class "D" Concrete	19.75	1,086.25
11,000	lbs.	Metal Reinforcement	0.05	550.00
17	M-FBM	Treated Lumber and Timber	83.00	1,411.00
193	lin. ft.	Composite Handrail	2.75	530.75
All Required		Remove Old Bridge and Maint. Traffic		450.00
				$ 4,778.00

Sub-total	$ 10,752.25
10% Engr. & Cont.	1,075.22
Total	$ 11,827.47

ROADWAY APPROACHES

(Sta. 92+90 to 93+24) (Sta. 94+49 to 94+70) (Sta. 102+00 to 102+46) (Sta. 105+58 to 105+90)

800	cu. yds.	Excavation for Approach Embankments	$ 1.00	$ 800.00

800	yd. mi.	Truck Haul	$ 0.15	$ 120.00
200	cu. yds.	Bar-run Gravel Surfacing	1.00	200.00
		Sub-total		$ 1,120.00
		10% Engr. & Cont.		112.00
		Total		$ 1,232.00

Length of 2 Bridges	0.040 mile
" " Earth Approaches	0.030 "
Total Length	0.070 "
Cost per mile, Roadwork	$ 41,066.66

National Recovery Secondary Highway Funds Requested;

Bridges	$ 11,837.67
Roadway Appr.	1,232.00
	$ 13,069.67

State Funds for Construction: Chap. 175, laws 1917; Chap. 21, laws 1920;
Chap. 240, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 240, laws 1931

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

November 18, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence, as of this date, in the award of contract for Oregon NRS 213, Ford and Lyons Creek bridges on the Nehalem Highway, to Averill & Philpott, of Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

RECEIVED
NOV 21 1933

auditor

nrs 213-a

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

Salem, Oregon
November 18, 1933

Leslie M. Scott
Yeon Building
Portland, Oregon

BUREAU OF PUBLIC ROADS APPROVE FORD AND LYONS CREEK BRIDGES WHICH WERE HELD UP PENDING THEIR APPROVAL stop IF YOU APPROVE PLEASE WIRE

R. H. Baldock

Chg. Highway Dept.

18

Highway Engineer

GRAM	X	CABLE FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

November 18, 1938

Carl G. Washburne
Eugene, Oregon

BUREAU OF PUBLIC ROADS APPROVE FORD AND LYONS CREEK BRIDGES WHICH WERE HELD UP PENDING THEIR APPROVAL stop IF YOU APPROVE PLEASE WIRE

R. H. Baldock

Chg. Highway Dept.

Highway Engineer

	CABLE
	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

November 18, 1938

E. B. Aldrich
Pendleton, Oregon

BUREAU OF PUBLIC ROADS APPROVE FORD AND LYONS CREEK BRIDGES WHICH WERE HELD UP PENDING THEIR APPROVAL stop IF YOU APPROVE PLEASE WIRE

R. H. Baldock

Chg. Highway Dept.

Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 31, 1933

RECEIVED
NOV 4 - 1933
OREGON
STATE [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The project statement and the plans, specifications and estimate for Oregon NRS 213-A, construction of Ford Creek and Lyons Creek bridges, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

October 26, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Ford Creek and Lyon Creek Bridges, Project No. NRS-213-A.

Five blueprint copies of the layout plans are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-213-A

FORD CREEK AND LYONS CREEK BRIDGES

ON THE NEHALEM HIGHWAY IN CLATSOP COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, Oct. 26, 1933

BRIDGES

Ford Creek Bridge, No. 1974

750 lin. ft.	Treated Trestle Piling	1.25	$ 1.00	$ 750.00
65 cu. yds.	Class "D" Concrete	19.75	20.00	1,300.00
14,000 lbs.	Metal Reinforcement	0.05	0.0525	735.00
21 M-FBM	Treated Lumber and Timber	83 -	80.00	1,680.00
240 lin. ft.	Composite Handrail	2.75	2.50	600.00
All Required	Remove Old Bridge and Maint. Traffic	650 -		750.00
				$ 5,815.00

Lyons Creek Bridge, No. 1975

600 lin. ft.	Treated Trestle Piling	1.25	$ 1.00	$ 600.00
55 cu. yds.	Class "D" Concrete	[illegible]	20.00	1,100.00
11,000 lbs.	Metal Reinforcement	[illegible]	0.0525	577.50
17 M-FBM	Treated Lumber and Timber	[illegible]	80.00	1,360.00
193 lin. ft.	Composite Handrail	2.75	2.50	482.50
All Required	Remove Old Bridge and Maint. Traffic	450 -		450.00
				$ 4,570.00

Sub-total	$10,385.00
10% Engr. & Cont.	1,038.50
Total.........................	$11,423.50

ROADWAY APPROACHES

(Sta. 92+90 to 93+34) (Sta. 94+49 to 94+70) (Sta. 102+00 to 102+46) (Sta. 103+38 to 103+90)

[illegible]

800 cu. yds.	Excavation for Approach Embankments	$ 0.50	$ 400.00

1974- 400 @ .15
400 @ .15
1914-60 @ 1-
140 @ 1-

800 yd. mi.	Truck Haul	$ 0.20	$ 160.00
200 cu. yds.	Bar Run Gravel Surfacing	2.00	400.00
	Sub-total		$ 960.00
	10% Engr. & Cont.		96.00
	Total......................		$ 1,056.00

11,872.25

Length of 2 Bridges	.040 miles
" " Earth Approaches	.030 "
Total Length	.070 "
Cost per mile, Roadwork	$ 35,200.00

National Recovery Secondary Highway Funds Requested:

Bridges,	$11,423.50
Roadway Appr.	1,056.00
	$12,479.50

CONTRACT #1534,

NRS 210 Sixes River Sec. 1933

1534

September 19, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the Sixes River Section, Project No. NRS 240.

It was originally planned to construct a timber trestle at Station 146+84, consisting of 1 - 13' span and 1 - 19' span and to install a 24" culvert pipe at Station 141+69, these, seemingly, being adequate to handle the drainage requirements and at the same time the trestle was to be utilized as a stock pass. A heavy storm occurring in December, 1933, however, indicated that the culvert pipe would not be sufficient at Station 141+69 and that an opening of approximately 18 square feet would be required to take care of the drainage at that point. It also developed that a smaller structure could be used at Station 146+84.

Accordingly, it was decided to construct the 13' span at Station 146+84 and the 19' span at Station 141+84, and, as each of these structures are less than 20' span, it has been necessary to revise the estimate to show the cost of the trestles as a part of the cost of the roadwork.

Five blueprint copies of sheet number 3 of the plans are being sent under separate cover, which sheet has been revised to show the new location of the trestles.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-210

SIXES RIVER SECTION OF THE

CAPE BLANCO HIGHWAY IN CURRY COUNTY

(Substitute estimate for vouchering)

Salem, Oregon, September 10, 1934

All Required		Clearing and Grubbing		$ 300.00
17,000	cu. yds.	Excavation, Single Classification	$0.40	6,800.00
15,500	yd. sta.	Overhaul	0.02	310.00
700	yd. mi.	Truck Haul	0.15	105.00
30	lin. ft.	12-inch Culvert Pipe	1.50	45.00
240	" "	18-inch Culvert Pipe	2.50	600.00
50	" "	24-inch Culvert Pipe	3.50	175.00
500	" "	8-inch Porous Drain Tile	0.50	250.00
100	cu. yds.	Rock Backfill for Drains	1.00	100.00
500	" "	Bar-run Gravel Surfacing	1.00	500.00
14	M-FBM	Lumber and Timber	50.00	700.00
6	cu. yds.	Class "B" Concrete	20.00	120.00
			Sub-total........	$10,005.00
			10% Engr. & Cont..	1,000.50
			Total.......	$11,005.50

Length	.573 mile
Cost per mile	$19,206.80

NRS Funds Requested..	$10,005.50
State Funds Available..	1,000.00
	$11,005.50

FORM 9-A-1 16674 7600 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

210

Sept. 17, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: J. F. NASH

Dear Sir:

Received your letter of Sept. 12th, requesting information about the two timber trestles on the Sixes River Section NRS 210.

Normal drainage crossed our line at station 141+69 and at station 146+84 and during floods, water covered the bottom station 135 to 147. We planned a 24" culvert at 141+69 to handle drainage there and a trestle 32' long at 146+84 to handle drainage, overflow water and to serve as cattle pass. The ground at 141+69 proved very soft so that a log mat on which to place culvert would have been required. Also a storm on December 13th, proved that more area was required there for drainage, 17.6 square feet.

The trestle was designed with concrete peds but soft ground made use of piling necessary and they were substituted for peds, sills and posts at no additional cost. The 19 foot bent was then built at station 141+69 and the 13 foot at station 146+84. Both serve for drainage and overflow and the one at station 146+84 serves also as a cattle pass. No material change in channels was made.

T. M. Davis inspected and approved this change April 10, 1934.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock

EAC:AWF

September 12, 1934

Mr. E. A. Collier
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

Reference is made to the timber trestles at Sta. 141+70 and Sta. 145+84.5 on the Sixes River Section, Project No. NRS 210.

It was originally planned to construct one trestle, consisting of 1-13' and 1-19' span, at Sta. 145+84.5, but it appears that a change was made during construction and the 19' span was constructed at Sta. 141+69 where a pipe culvert was originally specified.

The records in this office are not complete in giving the reason for this change, a justification for which will have to be submitted to the Bureau of Public Roads. It would seem that the structure at Sta. 146+84.5 is to be used as a stock pass and to improve it for that purpose, the drainage was taken care of by moving the 19' span to Sta. 141+70. Since the structure was originally planned to be built at Sta. 146+84.5, however, this point would appear to be the normal position of the creek and in constructing the drainage structure at any other point, a channel change would be necessitated. As no expense appears to have been incurred for any work of that nature, will you please advise us what the drainage conditions actually were and how they were handled.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:KR

#1534

210

August 13, 1934

American Surety Company of New York,
W. J. Lyons, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1534 for the construction of the Sixes River Section of the Secondary Highway No. 250 in Curry County has been completed by the contractors, J. [illegible] & J. R. Hillstrom, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 23, 1934.

The State is not advised of any unpaid claims for labor or material. or of the existense of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $10,394.39 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 336—5M—3-34

REGO[illegible] STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending [illegible], 1934

Section	[illegible]	Kind of work	Grading + Surfacing
Highway	[illegible]	Section prefix	[illegible]
Contractor	[illegible]	Contract number	[illegible] 210
Date of contract	Nov. 12, 1933	Date of completion	[illegible], 1934
Date work started	Nov. 24, 1933	Estimated date of completion	June 16, 1934
Amount of contract	$10 305.40	Per cent of time elapsed	220 [illegible] 85 %

Estimated cost of completed project, exclusive of engineering $[illegible]

Per cent of contract completed, based on total contract price 100% %

Engineering costs to date, $[illegible], [illegible] %

Date project was completed June 16, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible] this week [illegible] the [illegible] continue to settle.

[illegible]

RECEIVED
JUN 18 1934
[illegible]

Signed [illegible]

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.57	0.57			
Miles partially completed	—	—			
Miles completed	[illegible]	[illegible]			
Total estimated quantities	[illegible]	[illegible]			
Estimated quantities moved or placed to date		[illegible]			
Average daily quantities					
Average daily quantities necessary to complete project on time		—			
Number shifts per day					
Hours per shift	5	5			
Average force on project for week	11				

Percentages of men employed on contract to be secured from:

Curry County, 100 %; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Curry COUNTY	[illegible] COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	10	2				1	13
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bull dozers ....., Sheet-foot rollers ....., Truck 2, [illegible] 1, [illegible] 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore.USPW NRS 210

April 12, 1934

RECEIVED
APR 13 1934
OREGON
STATE [illegible]

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

[illegible]

Hwy-18469

Form P. R. 2

State Oregon

U. S. Public Works Project No. NRS 210

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 22nd day of March, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 25th day of September, 1933 a project statement, which was approved by the Secretary on the 17th day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the United States District Engineer on the 27th day of October, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, five and 50/100 dollars ($10,005.50) as the share of the United States payable under said act on account of ~~Section~~ of said project, which does not exceed the authorized Federal pro rata share of the ~~approved~~ total ~~estimated~~ cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "National Recovery Highway Funds" appropriated by Act approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917, Chap. 31, Laws of 1920, and Chap. 248, Laws of 1931.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 132+00 in the N.W. 1/4 of Sec. 6, T. 32 S., R. 15 W., W. M., and survey station 162+30 in the N.E. 1/4 of Sec. 1, T. 32 S., R. 16 W., W. M., , length 0.573 of a miles/ in Curry County, being ~~Section~~ Oregon ~~xxxx~~/U. S. Public Works project No. NRS 210, consisting of 0.567 of a miles of roadway and one bridges/ ~~each~~ of more than 20 feet clear span, 0.006 of a mile in length., known locally as the Sixes River Section of the Cape Blanco Highway, between Federal Aid Route No. 2 and the Cape Blanco Light House.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ .... ~~of~~ said project shall not in any event exceed the sum of ten thousand, five and 50/100 dollars ($10,005.50), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eleven thousand, five and 50/100 dollars ($11,005.50), the approved total estimated cost of ~~Section~~ .... ~~of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By L M Scott
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By Carl G Washburne
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture.

U S GOVERNMENT PRINTING OFFICE: 1931 8—5516

By H K Wilson
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRS 210 State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 11,005.50 as the total estimated cost of said project, and the sum of $ 10,005.50 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 4 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~*Secretary of Agriculture*~~

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—1829

FORM 5-A-1 15000 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

NRA 210

March 20, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

According to our records there is in the Salem office a detail map, scale 100 feet, of thd west two or three miles of the Cape Blanco Highway and a work profile. The Sixes section was worked up and I think a projection made on the rest of the line out to the lighthouse.

Please send map, profile and any field notes and co-ordinate sheets you can find to E. E. Johnston at Coquille.

Very truly yours,

E. A. Collier
Division Engineer
C

cc. R.H. Baldock
EAC:AW

FORM 5-A-1 12000 5M 1-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 15, 1934.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Attached hereto you will find Price Agreement to cover furnishing and placing lumber for culvert intakes and for support of tile and culvert pipe in soft ground on the Sixes River Section of the Cape Blanco Secondary under contract by J. W. and J. R. Hillstrom. In order to drain the slide the culverts will be placed about 8 feet deep so that some sort of intake or catch basin is necessary to prevent soft ground from sliding into the end of the culvert.

Additional authorization is not requested.

The price of $50.00 is the same as bid by the contractor for timber in bridges but it seemed best to secure Price Agreement since this was a different type of construction. If you think price agreement is not necessary please advise and we will carry on the contract under the bid item for lumber.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AW

NOTED

210 A

February 1st, 1934

J. W. and J. R. Hillstrom
1227 North 6th Street
Marshfield, Oregon

Gentlemen:

We are in receipt of a letter from the National Reemployment Service at Portland in which they express their wish that any additional labor that you may require on the Sixes River grading job be obtained through the Regional Office recently established in Marshfield, instead of through the Coquille Office as you have in the past.

When you require any additional men on your project, please address your requests to the National Reemployment Office, Marshfield, Oregon.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by R. Alvick/ER

cc R. A. Collier
R. E. Johnston

nrs 210

December 20, 1933

J. W. and J. R. Hillstrom
1227 No. 8th St.
Marshfield, Oregon

Gentlemen: Contract #1534

We are sending you by express an executed copy of the contract that was awarded to you by the State Highway Commission for the grading and surfacing of the Sixes River Section of Secondary Highway No. 250 in Curry County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

December 8, 1933

Mr. E. B. Johnston
Transitman in Charge
Coquille, Oregon

Dear Sir:

We have been advised by the National Reemployment Service at Portland that they have established a Reemployment Office at Gold Beach in charge of Mr. W. E. Dean as manager. It is their intention that any additional supply of labor required on the Sixes River grading contract No. 1534 be furnished through the Gold Beach Office rather than through the Coquille Office as originally stipulated.

The contractor, J. W. & J. R. Hillstrom, has been notified of the change, and the purpose of this letter is to pass the information along to you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/ME

cc Mr. R. A. Collier

nro 210-a

December 1, 1938

J. W. & J. R. Hillstrom
1227 No. 8th Street
Marshfield, Oregon

Gentlemen:

We are attaching copy of letter which we received today from the American Surety Company regarding the execution of the contract and bond on the following projects:

Contract No. 1534 - Sixes River Section of Secondary Highway No. 250 in Curry County - grading and surfacing.

Contract No. 1557 - Bridge over Williamson River on Chiloquin Secondary Highway in Klamath County near Chiloquin.

You will note the surety requests that the name of John Hillstrom be included in these contracts and that they be executed by him also. We are, therefore, returning these contracts to you, under separate cover, for his signature. If you will secure this and return the contracts to this office we will then insert the name of John Hillstrom in the contracts and forward them to the surety for execution.

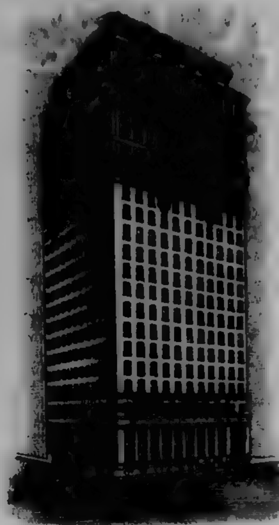
Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBC:MC
encl.

cc - American Surety Company
C/o W. J. Lyons, Manager
500-502 Yeon Building
Portland, Oregon


COMPANY'S
HOME OFFICE BUILDING

American Surety Company
of New York

F. W. LAFRENTZ
CHAIRMAN OF THE BOARD
R. R. BROWN
VICE CHAIRMAN
A. F. LAFRENTZ
PRESIDENT

RESIDENT VICE PRESIDENTS
EDGAR H. W. SENSENICH E. C. SAMMONS

WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

BRANCH OFFICE FOR THE STATE OF OREGON
500-501-502 YEON BUILDING
TELEPHONE AT 9438

PORTLAND, ORE.,

November 29, 1933.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:-

We acknowledge receipt of yours of November 28 and are returning to you by express four copies each of the following contracts, which according to our records, should have been awarded to J. W. & J. R. and John Hillstrom:-

No. 1534 - Sixes River Section of Secondary Highway No. 250 in Curry County - grading and surfacing.

No. 1537 - Bridge over Williamson River on the Chiloquin Secondary Highway in Klamath County near Chiloquin.

Will you kindly include in the contracts the name of John Hillstrom as one of the partnership and secure his signature to the contract then we will be in a position to execute the contract bond in the same manner as we executed the bid bonds for the above contracts.

Very truly yours,

W. J. LYONS,
MANAGER

WJL:TG

FIDELITY AND SURETY BONDS AND CASUALTY INSURANCE

FORM 5-A-1 10162 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

210-a

OREGON STATE HIGHWAY COMMISSION

SALEM

November 30, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

We are sending you cross sections and blue prints of the alignment and profile for the South Slough Bridge. This is the only profile we are able to find for this job but believe that it will answer the purpose.

You will note that the grade P I at the center and at the east end have been changed. Also the grade raised. The grade was raised in order to get more clearance as it is figured that a little more clearance would save the number of openings necessary. You will also note that curves are to be spiraled with 200 ft. spiral.

Because of the great amount of work in the office we do not have the time to refigure quantities therefore are returning the data to you for working up the Special Provisions with request that they be in this office not later than Tuesday, December 5th.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low
H.

CC to
R. H. Baldock

EEL:AW

FORM 8-A-1 9701 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

rns 210-a

OREGON STATE HIGHWAY COMMISSION
SALEM

Nov. 28, 1933

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

SOUTH SLOUGH BRIDGE.

Your letter of Nov. 27th, received today concerning South Slough Bridge. Please send me a profile. The only data I have concerning the bridge here is a vicinity map. Should it be imperative that the provisions be written up this week suggest that as the grading is a minor item these be written up in our regular form. The clearing is quite light unless the quantities make it necessary to borrow. From station 00 to station 22 I should think $100. would cover the clearing provided the buildings are moved by the owners or by Coos County. The excavation is single classification and of a sandy nature on both sides of the slough and I would estimate could be placed for 30¢ even in the Winter time. As I recall no culverts are required. A surfacing of crushed gravel 8 inched deep and 18 feet wide should be placed.

The gravel will have to be hauled by rail from the Coquille River above Myrtle Point and by trucks from Marshfield. The crushed gravel at Marshfield f.o.b. trucks is worth $2.00 and the haul to South Slough is eleven miles.

Unit cost for gravel would be gravel f.o.b. trucks Marshfield -	$2.00
Haul eleven miles at 15¢	1.65
Street work @ 15¢	.15
Profit	.57
Total - - -	$4.37

If this work were done during the Summer it is possible that gravel could be scowed in from the Umpqua and delivered in trucks at South Slough about $3.00 per cubic yard but this cannot be done during the Winter or Spring months. Traffic could use the present bridge during construction of the new bridge and approaches.

Unless it is imperative that you have the provisions this week I think it would be safer to send me a profile showing the extent of the job, the quantities, and the length of the structure and I will go over the job on the ground and talk with the County Court about right of way and the removal of houses and buildings. I could do this the first part of next week or the last of this week if necessary.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AW

[illegible] [illegible]

November 17, 1933

Mr. E. E. Johnston
Transitman in Charge
Coquille, Oregon

Dear Sir:

On the day that work is started on the J. W. & J. R. Hillstrom Contract for the grading of the Sixes River Section of the Cape Blanco Secondary Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as Contract No. 1534, National Recovery Secondary Project No. 210.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

cc Mr. E. A. Collier

210-A

November 17, 1933

J. W. & J. R. Hillstrom
1228 N. 8th Street
~~Portland, Oregon~~
Marshfield,

Gentlemen:

For use in connection with the Sixes River grading project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Coquille, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:HE

Encl.

cc Mr. E. A. Collier
Mr. E. E. Johnston

November 24, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Sixes River Section, Project No. NRS-210.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Secondary
Highway Project No. NRS-210

SIXES RIVER SECTION OF THE
CAPE BLANCO HIGHWAY IN CURRY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 22, 1933.

Roadwork

				$ 300.00
All Required		Clearing and Grubbing		
17,000	cu. yds.	Excavation, Single Classif.	$ 0.40	6,800.00
15,500	yd. sta.	Overhaul	0.02	310.00
700	yd. mi.	Truck Haul	0.15	105.00
30	lin. ft.	12-inch Culvert Pipe	1.50	45.00
240	" "	18-inch " "	2.50	600.00
50	" "	24-inch " "	3.50	175.00
500	" "	6-inch Porous Drain Tile	0.50	250.00
100	cu. yds.	Rock Backfill for Drains	1.00	100.00
500	" "	Bar-run Gravel Surfacing	1.00	500.00
			Sub-total	$ 9,185.00
			10% Engr. & Cont.	918.50
			Total	$ 10,103.50

Bridge, Sta. 146+80

14	M-FBM	Lumber and Timber	$ 50.00	$ 700.00
6	cu. yds.	Class "B" Concrete	20.00	120.00
			Sub-total	$ 820.00
			10% Engr. & Cont.	82.00
			Total	$ 902.00

Length of Roadwork	.567 mile
" " 1 Bridge	.006 "
Total Length	.573 "
Cost per mile, Roadwork	$17,819.22

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	ERS Funds	State Funds
Roadwork	$ 10,105.50	$ 9,205.50	$ 900.00
Bridge	900.00	800.00	100.00
	$ 11,005.50	$ 10,005.50	$ 1,000.00

State Funds for Construction: Chap. 175, laws 1917, Chap. 31, laws 1930
State Funds for Maintenance: Chap. 41, laws 1907

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

November 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRS 210, the Sixes River section of the Cape Blanco Highway, to J.W. & J.R. Hillstrom, of Marshfield, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

RECEIVED
[illegible] 1933

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

YOUR REPLY PLEASE
FER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 20, 1933

RECEIVED
[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

In commenting upon the following listed project statements our Regional Office advised as follows:

Project NRS 208
Two corrections were necessary in the project statement. In the introductory paragraph, the title of the Act was not corrected according to instructions. In Item 2 in order to more accurately describe the proposed improvement we have inserted the following, "bridges across Applegate River in Section 19, T 37 S., R. 5 W., and across Williams Creek in Section 26, T 38 S, R 5 W.

Project NRS 210
Two corrections were necessary in the project statement. In the introductory paragraph, the title of the Act was not corrected according to instructions. In Item 2 in order to more accurately describe the proposed improvement we have inserted the following, "between a point in the northwest quarter of Section 6, T 32 S, R15 W. and a point in the southwest quarter of section 36, T 31 S, R 16 W.

Project NRS 212
We have inserted the following in Item 2 of the project statement "bridge across Williamson River at Chiloquin".

We have been requested to ask that your organization give more careful attention to the preparation of project statements.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Senior Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 27, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRS 210-A, the Sixes River section of the Cape Blanco Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

October 4, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Sixes River Section, Project No. NRS 210.

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

Oregon State Highway Department | National Recovery Secondary
Highway Project No. [illegible]

SIXES RIVER SECTION OF THE
CAPE BLANCO HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, October 4, 1933.

Roadwork

All Required		Clearing and Grubbing		$ 100.00
17,000	cu. yds.	Excavation, Single Classif.	$ 0.35	5,950.00
15,500	yd. sta.	Overhaul	0.02	310.00
700	yd. mi.	Truck Haul	0.20	140.00
30	lin. ft.	12" Culvert Pipe	1.20	36.00
240	lin. ft.	18" Culvert Pipe	2.00	480.00
50	lin. ft.	24" Culvert Pipe	3.00	150.00
500	lin. ft.	8" Porous Drain Tile	0.50	250.00
100	cu. yds.	Rock Backfill for Drains	2.00	200.00
500	cu. yds.	Bar Run Gravel Surfacing	0.60	300.00
			Subtotal	$ 7,916.00
			10% Engr. & Cont.	791.60
			Total	$ 8,707.60

Bridge, Sta. 146+80

14	M-FBM	Lumber and Timber	$ 40.00	$ 560.00	
6	cu. yds.	Class "B" Concrete	20.00	120.00	
			Subtotal	$ 780.00	680.00
			10% Engr. & Cont.	78.00	68.00
			Total	$ 858.00	748.00

Length of Roadwork	5.675 miles
" " 1 Bridge	0.062 "
Total Length	5.737 "
Cost per mile	$ 15,335.68

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	ERA Funds	State Funds
Roadwork	$ 8,707.60	$ 7,807.60	$ 900.00
Bridge	~~858.00~~ 748	758.00	100.00
	$ 9,565.60	$ 8,565.60	$ 1,000.00

September 25, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of project statement for the Sixes River Section of the Cape Blanco Highway. Number NRS-210 has been assigned to the project.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. NRS - 210
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

~~FEDERAL AID ROAD ACT~~

~~Approved July 11, 1916, and acts amendatory thereof and supplementary thereto.~~

NATIONAL INDUSTRIAL RECOVERY ACT
Approved June 16, 1933

(Date) September 25, 1933

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Department, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Sixes River Section, Cape Blanco Highway
2. Between control points of official description: ________ and ________
3. Between intermediate control points if used: ________ and ________

County of Curry

4. Length in miles (gross) 1.0 (net) 1.0
5. Preliminary estimate of cost: Total, $ 7,500; section of road to be first improved, $ 7,500, of which $________ is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ________ (Amount.)

Current Income Sufficient to insure completion: Chapter 175, Laws 1917: Chapter 31, Laws 1920: Chapter 248, Laws 1931.
(Source; refer to statute.)

(b) County ________
(Amount.) (Source; refer to statute.)

8—8072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following source Current Income - Chapter 41, Laws 1927; Chapter [illegible], Laws 1931. (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Name of State Highway Department.)

By

As Chairman (Title of officer.)

By

As Commissioner (Title of officer.)

By

As Commissioner (Title of officer.)

OREGON STATE H

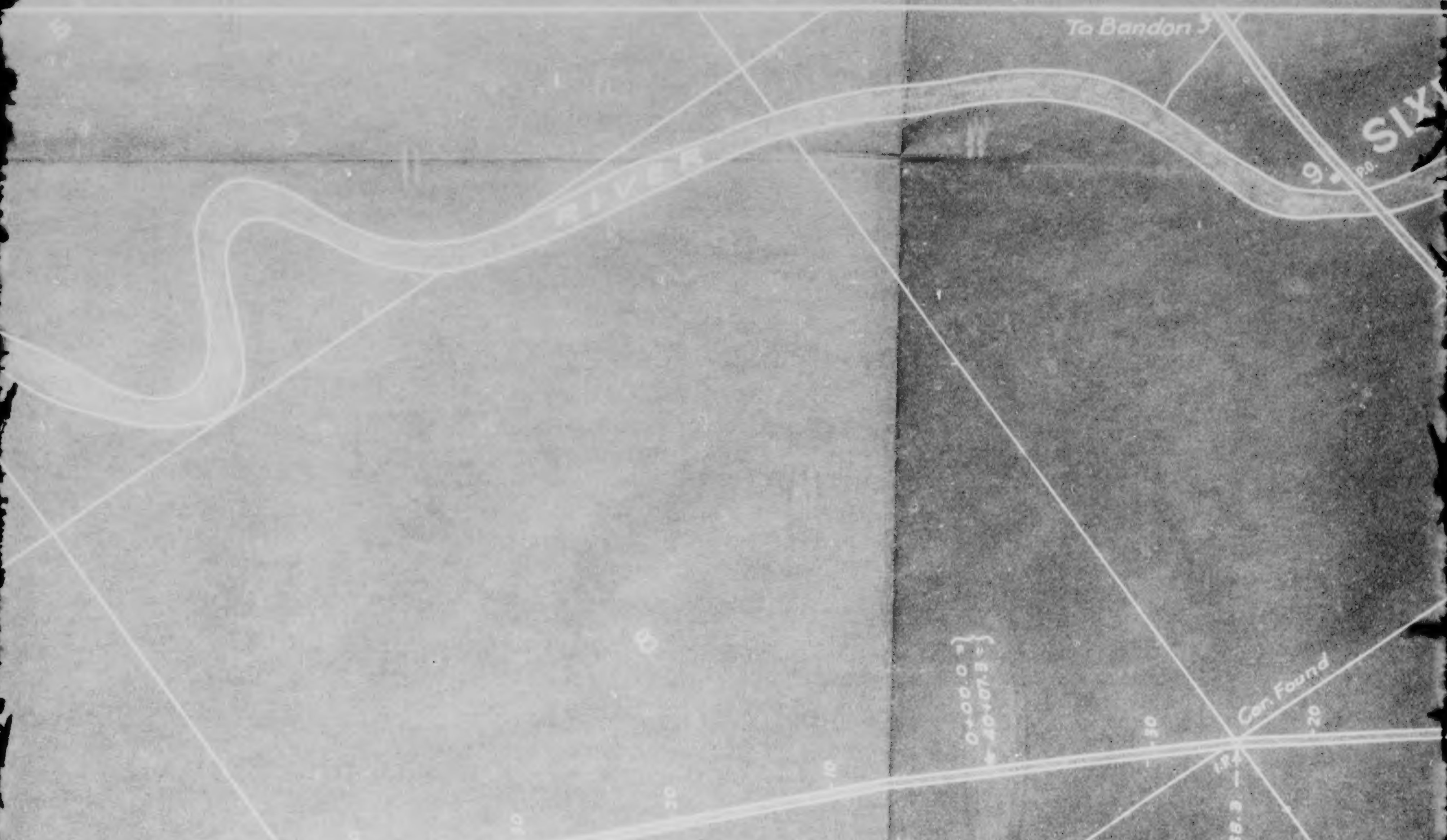
[illegible]

SIXES RIV

CAPE BLA

CURRY

PROJECT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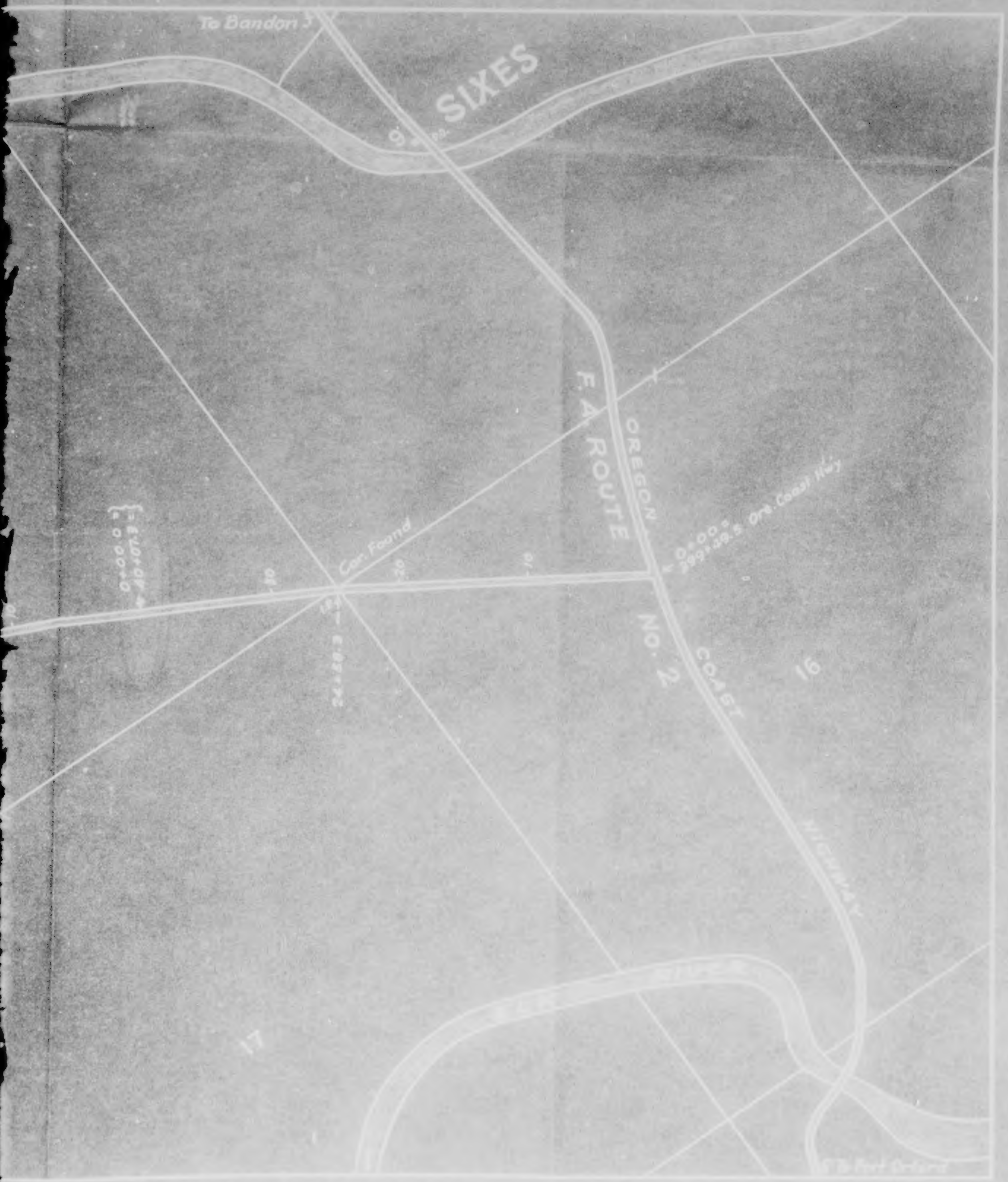
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40+07.3 = 0+00.0
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To Port Orford

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract number

Index:

INDEXING: Begins with: Contract #1488, SEE: Contract #1422, Ends with: Contract #1534

FLASH CARDS: Begins Every Contract

Remarks:

Reel No. 16 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film MD 5 16mm

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 21 day of March, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

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I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden